Air Resources Board

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January 9, 2004

Mr. Wayne Nastri
Regional Administrator
Region IX
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB or Board) hereby submits to the U.S. Environmental Protection Agency (U.S. EPA) the Final 2003 State and Federal Strategy (Statewide Strategy) for the California State Implementation Plan (SIP), adopted on October 23, 2003. The Statewide Strategy describes the Board's commitments to further reduce ozone and particulate pollution throughout California by 2010. The Statewide Strategy updates and replaces the State's control measure commitments in the existing 1994 Ozone SIP, as modified in 1999 for South Coast. This submittal meets Clean Air Act requirements and merits timely approval to strengthen California's SIP.

Background

The 1994 Ozone SIP included extensive commitments by ARB, the Bureau of Automotive Repair (BAR), and the Department of Pesticide Regulation (DPR) to develop and adopt new measures, with specific emission reductions identified for six ozone nonattainment areas in California (South Coast, San Joaquin Valley, Sacramento Region, Southeast Desert, Ventura, and San Diego). By the end of 2002, ARB and other State agencies had adopted over 20 emission reduction measures for ozone, including 10 not specifically envisioned in that SIP. In the same timeframe, U.S. EPA had implemented 6 of the 7 federal measures identified in the 1994 SIP for the South Coast and has adopted additional regulations not envisioned in the SIP. All of these State and federal regulations adopted through 2002 are reflected in the emissions baseline of the Statewide Strategy for the South Coast and San Joaquin Valley.

With most of the State's 1994 SIP measures adopted and being implemented, ARB recognized the need for new measures to continue reducing emissions and help the South Coast and San Joaquin Valley meet the existing federal air quality standards by 2010. The new Statewide Strategy is designed to achieve the next increment of progress toward the federal one-hour ozone and particulate matter (PM10) standards.

It also strengthens the foundation for future California SIP revisions to attain the eight-hour ozone and fine particulate matter (PM2.5) standards.
ARB has already submitted commitments to develop a subset of the measures in the Statewide Strategy as part of the 2003 San Joaquin Valley PM10 Plan. Today's submittal includes the full set of commitments, with specified emission reductions for the South Coast Air Basin. For upcoming SIP revisions in areas that need additional reductions for attainment, we will identify the appropriate benefits to be credited from the Statewide Strategy in the submittal for each region.

State Control Strategy

The Statewide Strategy updates and entirely replaces the State's commitments in the 1994 Ozone SIP, amended in the 1999 SIP for South Coast. With this submittal, ARB is including State commitments to achieve 500 tons per day (tpd) of emission reductions in the South Coast from new measures. For areas outside the South Coast where State measures have not yet achieved the full emission reductions ascribed to them in the existing SIP, the Statewide Strategy retains the State's commitment to achieve the same aggregate emission reductions. However, the specific measures to achieve those reductions are being replaced by the combination of adopted regulations and new measures to be developed.

The Final Statewide Strategy includes several components.

- ***Defined Measures***. State agencies have committed to pursue 20 new defined statewide control measures that target a broad spectrum of sources (cars and trucks, off-road engines, fuels and fueling emissions, and consumer products), and continue the existing SIP commitment to reduce volatile pesticide emissions. ARB has committed to achieve at least 50 tpd reactive organic gas (ROG) and 59 tpd nitrogen oxides (NOx) emission reductions in South Coast in 2010 from these or other measures to be adopted by 2006, with additional benefits expected across the State. These measures are also anticipated to provide significant reductions in emissions of particulate matter, carbon monoxide, and toxic air pollutants.

  California has already taken action to adopt three of the 20 specified new measures in the Statewide Strategy. In July 2003, ARB adopted a regulation to reduce diesel sulfur levels to 15 parts per million for diesel fuel used in vehicles and off-road equipment in California, beginning in 2006, thereby fulfilling the commitment for SIP Measure FUEL-2. In September 2003, ARB adopted more stringent emission standards for lawn, garden and industrial equipment, such as string trimmers, leaf blowers, walk-behind lawn mowers, generators, and lawn tractors, thereby fulfilling the commitments for SIP Measures SMALL-OFF-RD-1

and SMALL-OFF-RD-2. In addition, BAR has already implemented a series of improvements to California's Smog Check program which fulfill two of the three elements of SIP Measure LT/MED-DUTY-2.

- ***Additional Measure for South Coast***. ARB has also committed to identify and adopt strategies by 2008 to achieve an additional 97 tpd combined ROG and NOx emission reductions in the South Coast in 2010. Statewide measures adopted to fulfill this commitment can be credited in future SIPs for other areas as well.

- ***Control Concepts for Evaluation***. ARB has further committed to evaluate the feasibility of 21 additional control concepts between 2004-2006 and adopt those found to be feasible as SIP measures on a specified schedule. Some of these concepts would require additional funding and/or authority. Statewide measures adopted to fulfill this commitment can be credited in future SIPs for other areas as well.

- ***Long-Term Measure***. The Statewide Strategy also includes a long-term emission reduction commitment of 118-233 tpd ROG and 0-159 tpd NOx for the South Coast, consistent with section 182(e)(5) of the Clean Air Act, which reflects the additional reductions needed to reach the 2010 attainment emissions target. The Clean Air Act recognizes that extreme ozone nonattainment areas, such as the South Coast, must rely on evolving technologies to meet attainment goals. As the agency responsible for SIP compliance in California, ARB has committed to head a multi-agency effort and ensure the remaining long-term measures are identified by 2007 and adopted and implemented by the 2010 ozone season.

  At the October 2003 hearing, ARB staff identified approaches to achieve up to 66 tpd of the long-term ROG plus NOx reductions from some of the concepts described above that would require new authority or funding to implement, contingent on obtaining adequate authority and funding. To solicit public participation in the effort to identify further emission reduction strategies, ARB will hold a SIP Summit in Sacramento on January 13 and 14, 2004.

  The long-term emission reduction commitment applies specifically to the South Coast. We anticipate that the San Joaquin Valley will also need to include a long-term measure in its upcoming Ozone SIP to meet the federal one-hour ozone standard by 2010. The process and concepts discussed in the Statewide Strategy will also provide the basis for a long-term State commitment for further emission reductions in the Valley. Statewide measures adopted to fulfill this commitment can be credited in future SIPs for other areas as well.

Replacement of SIP Measure M-17

Measure ON-RD HVY-DUTY-3 in the Final Statewide Strategy replaces the Board's prior commitment for mobile source measure M-17, Additional Emission Reductions From Heavy-Duty Vehicles, submitted to the U.S. EPA on April 15, 1998, but never approved by U.S. EPA as a SIP revision. Therefore, ARB is formally withdrawing the measure M-17 SIP submittal from U.S. EPA consideration.

Federal Responsibility for Emission Reductions

The Statewide Strategy calls on U.S. EPA and other federal agencies to achieve further reductions from federal sources as part of the long-term strategy. Like State and local agencies, the federal government has a responsibility to further reduce emissions. Emission sources under the exclusive legal or practical control of the federal government account for over one-quarter of NOx emissions in California, as well as almost two-thirds of diesel particulate matter. The Clean Air Act specifically directs U.S. EPA to continue reducing mobile source emissions that cause of contribute to air pollution that endangers public health. The ozone and particulate levels in the South Coast and the San Joaquin Valley clearly meet this test.

Following State adoption and federal approval of the 1994 SIP, the technical partnership between U.S. EPA and ARB on more stringent emission standards produced significant air quality benefits for California and the nation. Opportunities exist for technically feasible, cost-effective new reductions from federal sources, including tighter emissions standards for off-road diesel equipment, marine vessels, locomotives, and aircraft, as well as nationwide low sulfur diesel fuel requirements for all of these applications. We want to work with U.S. EPA to achieve the additional reductions needed from national and international sources. As California is doing, U.S. EPA needs to address not only new engines but also existing fleets in order to meet federal air quality standards.

SIP Submittal Materials

This submittal consists of five copies of the following materials.

1. The Final 2003 State and Federal Strategy for the California State Implementation Plan, which is comprised of two elements (also available on ARB's website at http//www.arb.ca.gov/planning/sip/sip.htm):

    a. The Revised Proposed 2003 State and Federal Strategy for the California State Implementation Plan (Released August 25, 2003); and

b. ARB Board Resolution 03-22 adopting the Statewide Strategy as a revision to the SIP. This Resolution includes changes made to the Strategy at the October 23, 2003 hearing, as well as responses to environmental issues raised on the Strategy.

2. Public notice evidence and transcript for the ARB Public Meeting to Consider a New State Strategy for the California State Implementation Plan.

3. Public comments.

4. SIP Completeness Checklist.

ARB is committed to work with U.S. EPA to secure approval of the 2003 State and Federal Strategy for the California SIP. If you have any questions, please call Ms. Lynn Terry, Deputy Executive Officer, at (916) 322-2739, or have your staff contact Ms. Cynthia Marvin, Chief, Air Quality and Transportation Planning Branch, at (916) 322-7236.

Sincerely,

Catherine Witherspoon
Executive Officer

Enclosures

cc: See next page.

cc: (Without Enclosures)

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\aqptb\shared\SIP\2003 State & Federal Strategy\Transmittal of State Measures\State SIP Submittal to US EPA.doc

external bcc: (email without bcc: page, no enclosures)

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SCAG 2004 RTP
Appendices Excerpts

APPENDIX D-1

Highways / Arterials

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HIGHWAYS & ARTERIALS

1. Transportation Setting

The Metropolitan Transportation System (MTS), which consists of existing multi-modal facilities having regional and national significance, is the backbone of our regional transportation system. The MTS can be broadly categorized into three networks: roadway, transit, and goods movement. The MTS roadways include freeways, regionally significant state highways and arterials, as well as those in currently approved congestion management plans. The MTS transit component includes the commuter rail network, the inter-city rail system, and the urban rail system, including light & heavy rail lines. The goods movement component of the MTS includes rail freight corridors and major truck routes using the freeways and regionally significant state highways and arterials. The primary purpose of the MTS is to distinguish the locally important facilities from those strategically significant at the regional and national level. There is a federal requirement to develop long-range plans that emphasize facilities serving regional and national functions. Such differentiation clarifies the issues so that the concepts can be directly applied to planning and policy issues having inter-county, interstate, and international implications.

In addition to the components identified under the MTS network, our regional transportation system includes minor arterials and major collectors in the roadway category, fixed route transit and other para-transit systems in the transit category, airports, seaports, and a non-motorized transportation network that includes bikeways and pedestrian walkways

Regional and local roads are an integral part of the region's infrastructure. The vast majority of trips rely on the highway network, either for automobiles, buses, vanpools, trucks, or in many cases even bicycles. In fact, 99 percent of all trips, including trips on buses, occur on the highway and arterial network. The regional and local highway system faces mounting congestion, which affects personal mobility, freight movement and air quality. The preservation, management and selective expansion of this system are crucial to the region's economic vitality and the quality of life for the region's residents.

Existing System

In the current roadway system, there are over 9,000 lane miles of freeway and High-Occupancy Vehicle (HOV) lanes linking the region. Additionally, there are over 40,000 lane miles of major and minor arterials. These roadways are an integral part of the transportation system, often acting as alternative routes to freeway driving. Table D-1.1 summarizes the key components of the region's Highway and Arterial Network.

Table D-1.1

Highway and Arterial Network
(Lane Miles)

Facility	2000
Freeway	8,669
Principal Arterial	15,573
Minor Arterial	18,705
Major Collectors	8,217
HOV	664

Currently, there are approximately 664 lane miles of completed HOV system in the region. Most of the HOV system is open to vehicles with two or more occupants only over the 24-hour day. The exceptions are the HOV lanes on I-10 (El Monte Busway), which requires a vehicle occupancy of three or more persons during peak periods.

In recent years a number of toll roads have been added to the transportation system mix. These toll roads are considered freeway and HOV lanes for evaluation purposes. All of these new toll roads are privately funded.

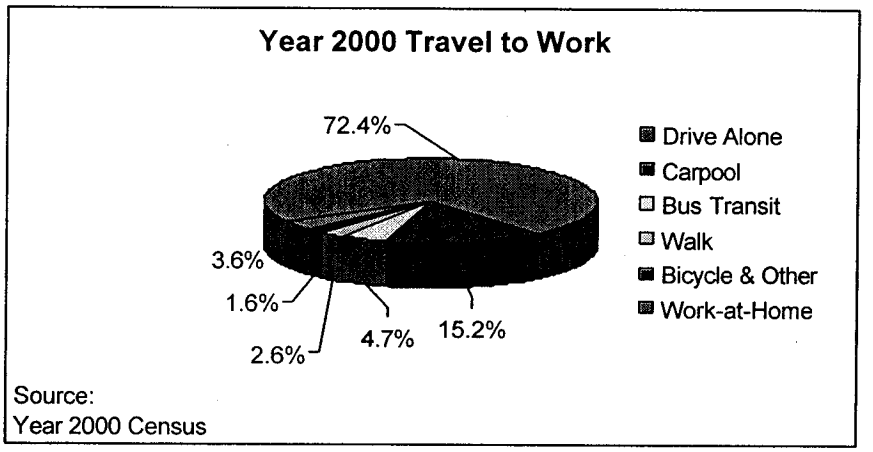
The following toll roads are new additions to the regional transportation system:

- SR 91 Express Lanes, Orange County

- SR 73 San Joaquin Hills Transportation Corridor, Orange County
- SR 241/261/133 Foothill/Eastern Transportation Corridor, Orange County

The mode of travel to work in the year 2000 was predominantly drive alone as shown in Figure D-1.1. Census data shows that over 70 percent of the workers in the SCAG region drive a car alone to work. With an additional 3.6 percent of workers carpooling, then over three-quarters of the working population commute to work utilizing the roadway system. This is a primary reason for the existing congestion delay identified in Exhibit D-1.1.

Figure D-1.1



Both HOV lanes and transit will play an important role in the future of the regional transportation system, but both of these critical elements face continuing challenges. Although lane miles for HOV will continue to increase (by over 80 percent), the percentage of people who rideshare to work appears to fluctuate between 14 and 16 percent from 1990 through 1998 (See Figure D-1.2).

While the HOV lanes are utilized at 60 to 95 percent of capacity during peak periods, they are primarily being used by two-person cars, with some three-person vehicles and even less in larger vehicles. Given the significant financial investment planned for HOV projects, it is important to assure that there is maximum use of HOV lanes by carpools and by vans and buses that can efficiently and effectively move larger numbers of people. This signifies the need to coordinate Transportation Demand Management (TDM) strategies to ensure maximum utilization of our HOV system.

Figure D-1.2

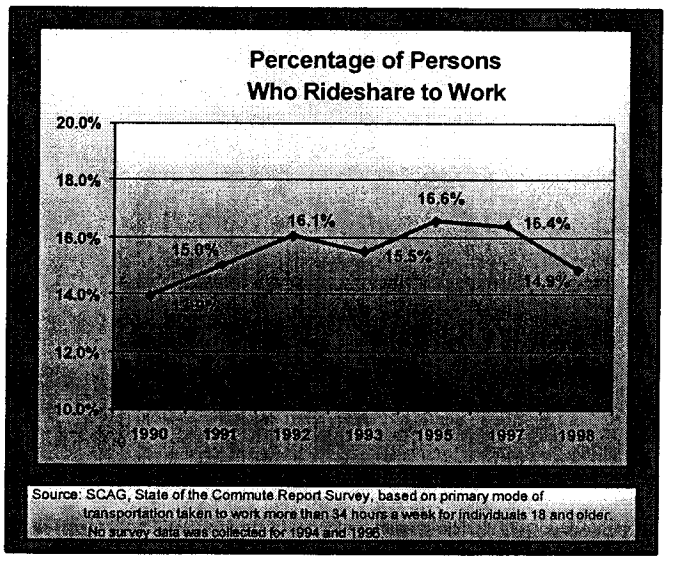
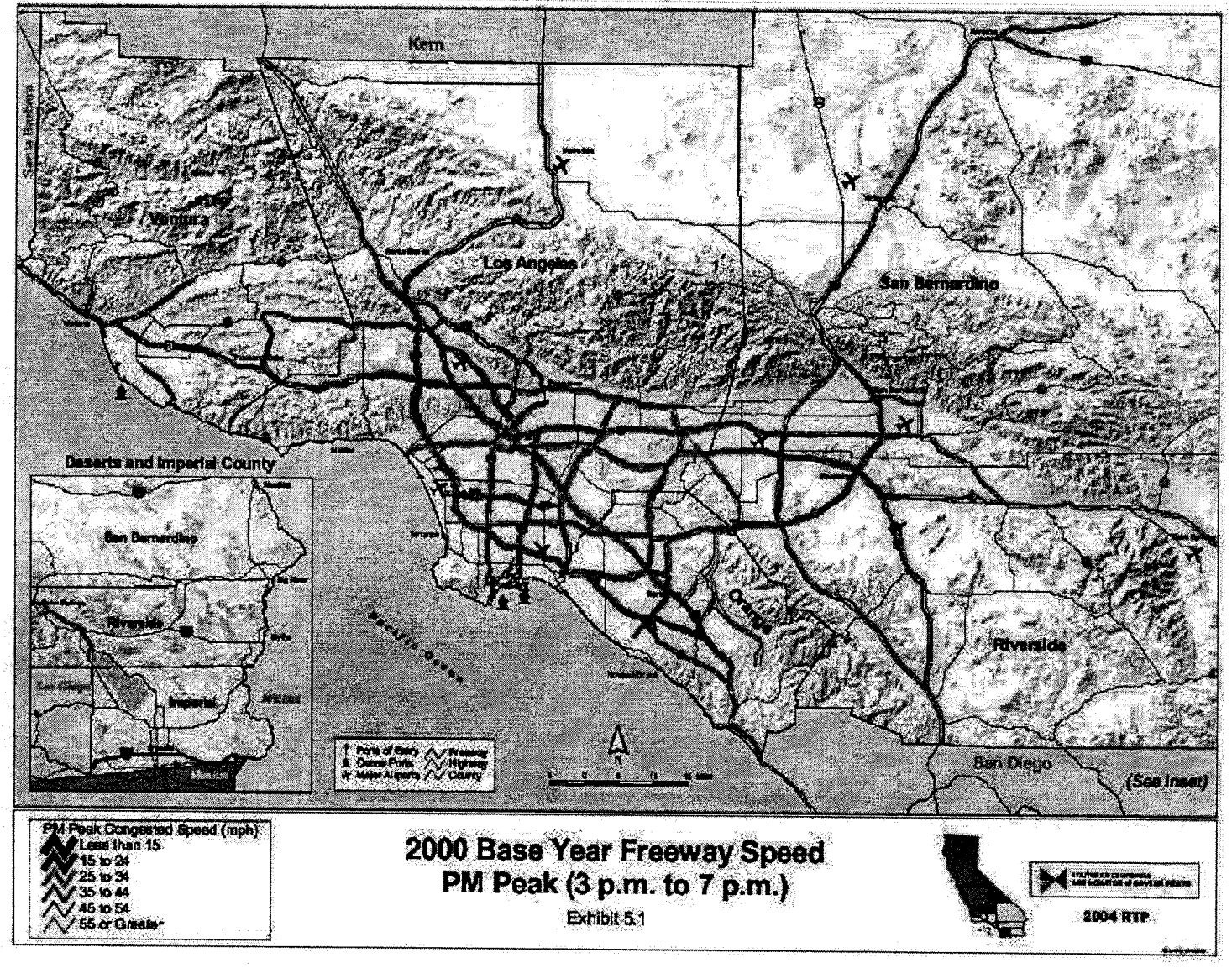


Exhibit D-1.1: 2000 Base Year Freeway Speed



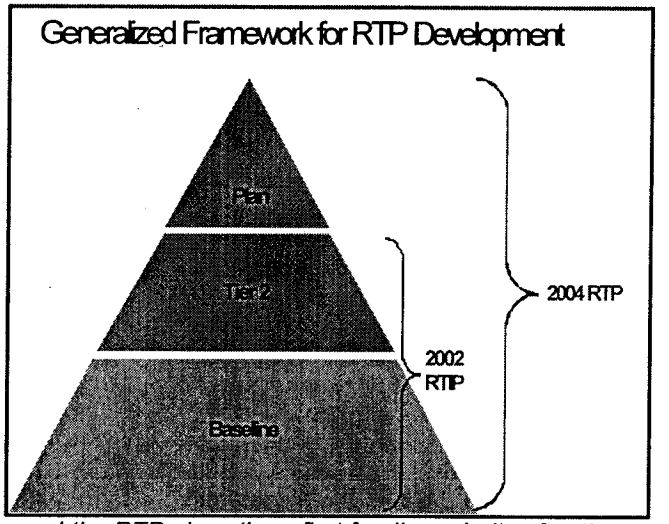
Investment in the highway system has varied in the past fifty years. The 1950s and '60s were a period of major highway investment, as much of the freeway system was completed during these two decades. In the 1970s, due in large part to economic and environmental restraints, the emphasis shifted from building new highways to widening existing ones. The 80s and 90s have seen another shift towards building High-Occupancy Vehicle (HOV) lanes, rail facilities, and privately-funded toll roads. As the new millennium begins, the SCAG region continues its efforts to maintain existing infrastructure, add improvements where they will provide the most benefit, and utilize existing capacity more efficiently and effectively.

RTP Framework

The structure of proposed projects and strategies that constitute the 2004 RTP is depicted in Figure D-1.3. The plan can be viewed as multiple layers, or tiers, of transportation projects and strategies, beginning first with the existing transportation system and ending with the proposed Plan improvements. While the RTP includes all of these tiers, it is useful to examine them independently for analysis purposes. These tiers are described as follows:

- *Baseline represents a future scenario in which only projects in the 2002 Regional Transportation Improvement Program (RTIP) that have state and Federal environmental clearance by December 2002 are assumed to be completed. The Baseline also assumes a future in which there are no changes in land use from established general plans. The Baseline functions as the "No Project" alternative used in the RTP Program Environmental Impact Report and provides a useful reference point, as it represents a future without the proposed RTP.*

Figure D-1.3 – RTP Projects and Strategies Structure



Tier 2 describes the remaining projects in the 2002 RTIP that are not included in the Baseline scenario, plus additional non-RTIP projects committed through other programming or budget documents. Tier 2 projects are recognized as committed projects and the RTP gives them first funding priority after the Baseline. The full listing of Tier 2 projects is contained in the Technical Appendix.

- *Plan represents the final layer of transportation improvements, above and beyond Tier 2. These projects and strategies represent the focus of the RTP, and are discussed in detail later in this section.*

From the long-range planning standpoint, Baseline and Tier 2 projects are considered as fully committed. The real discretion that the RTP process has is over the projects and strategies beyond Tier 2, that is represented by the small triangle on top of the pyramid. The full listing of projects for Baseline, Tier 2 and Plan are located in Appendix I.

Baseline System

Table D-1.2 summarizes the increase in highway network miles that the region is committed to funding and building in our baseline investments between 2000 and 2030. The regionally significant baseline HOV and mixed-flow improvement projects are shown in Exhibit D-1.2 and D-1.3.

Exhibit D-1.2: 2030 High Occupancy Vehicle (HOV) Lane

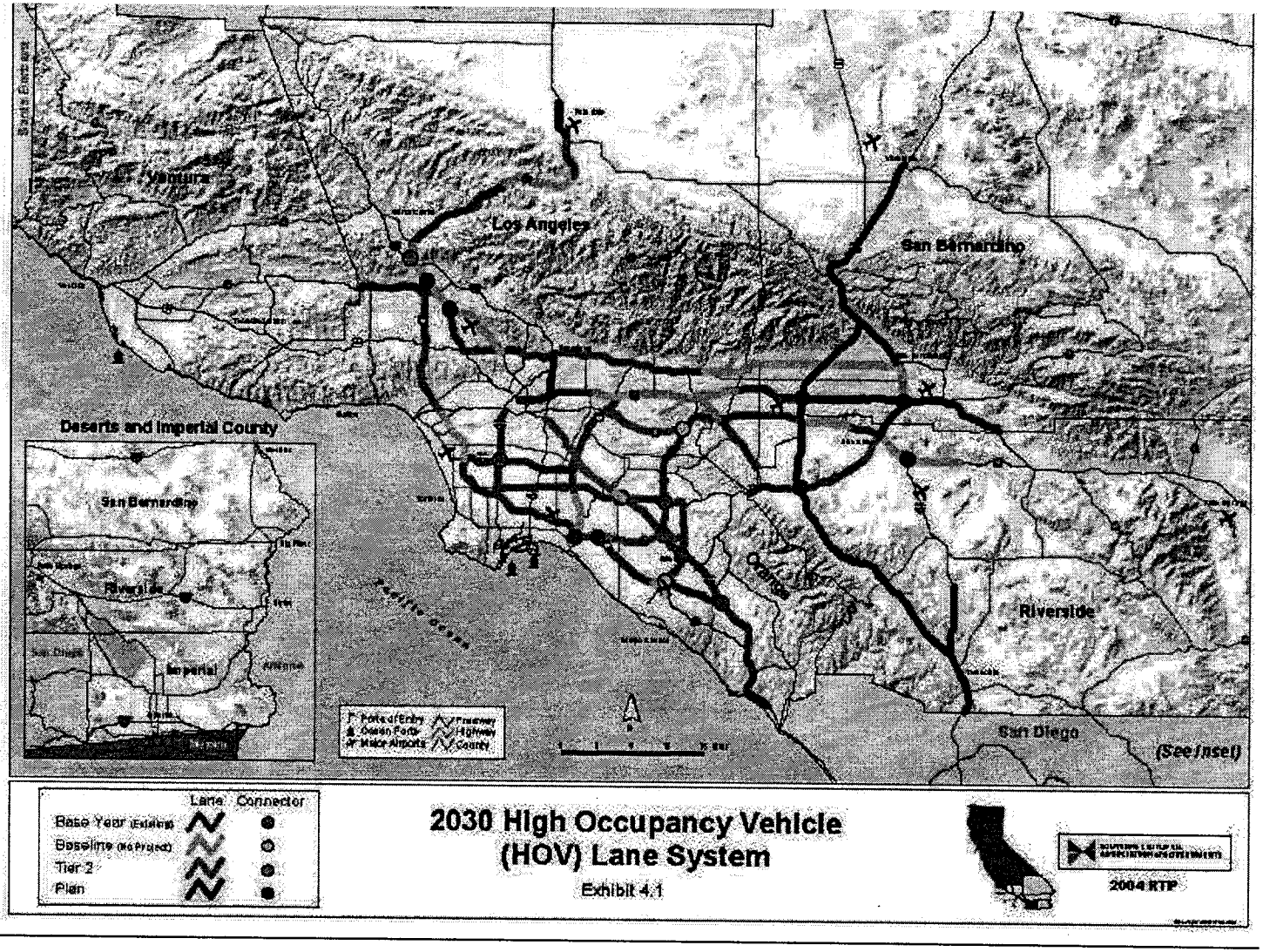


Exhibit D-1.3: 2030 Mixed Flow Improvements

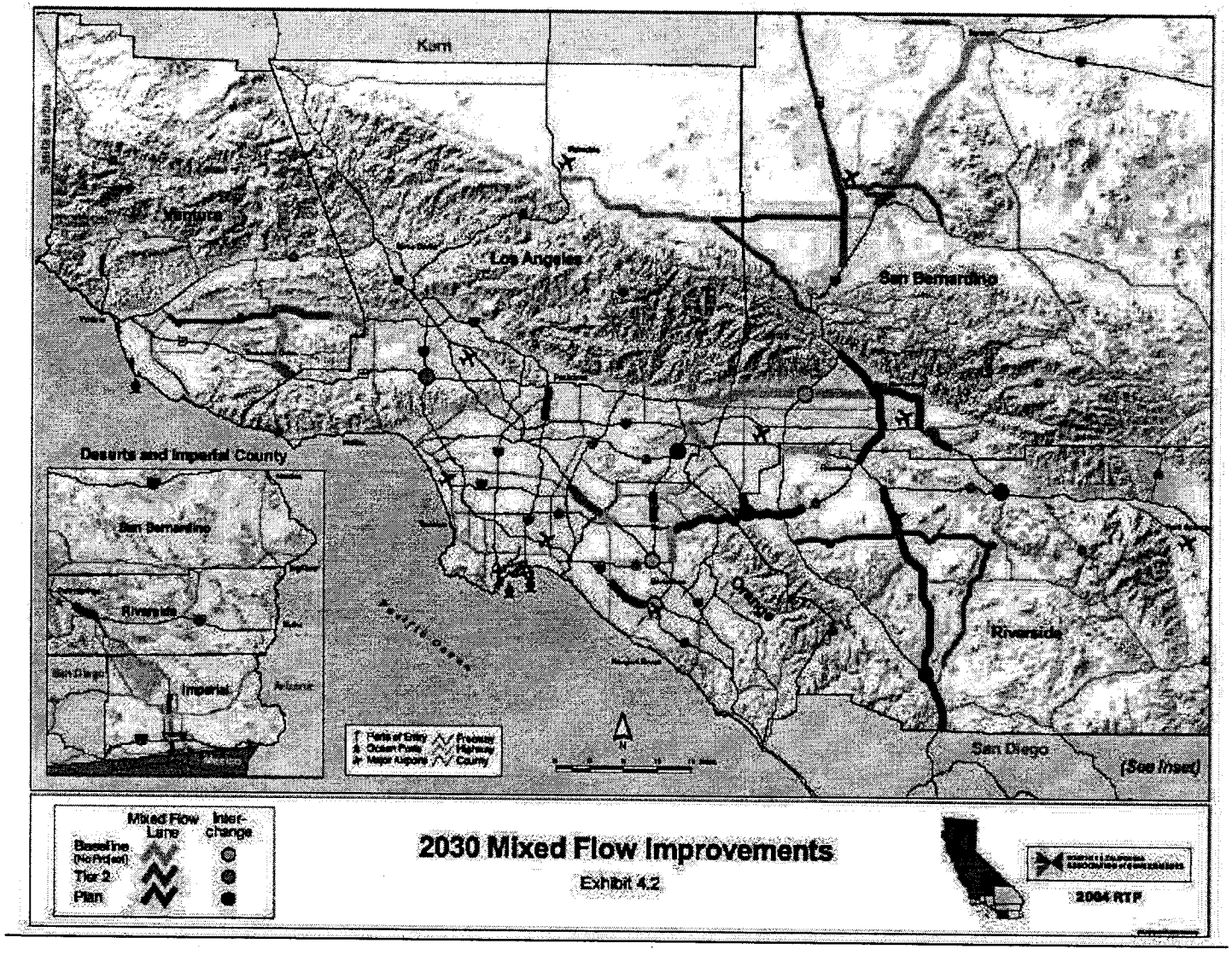


Table D-1.2

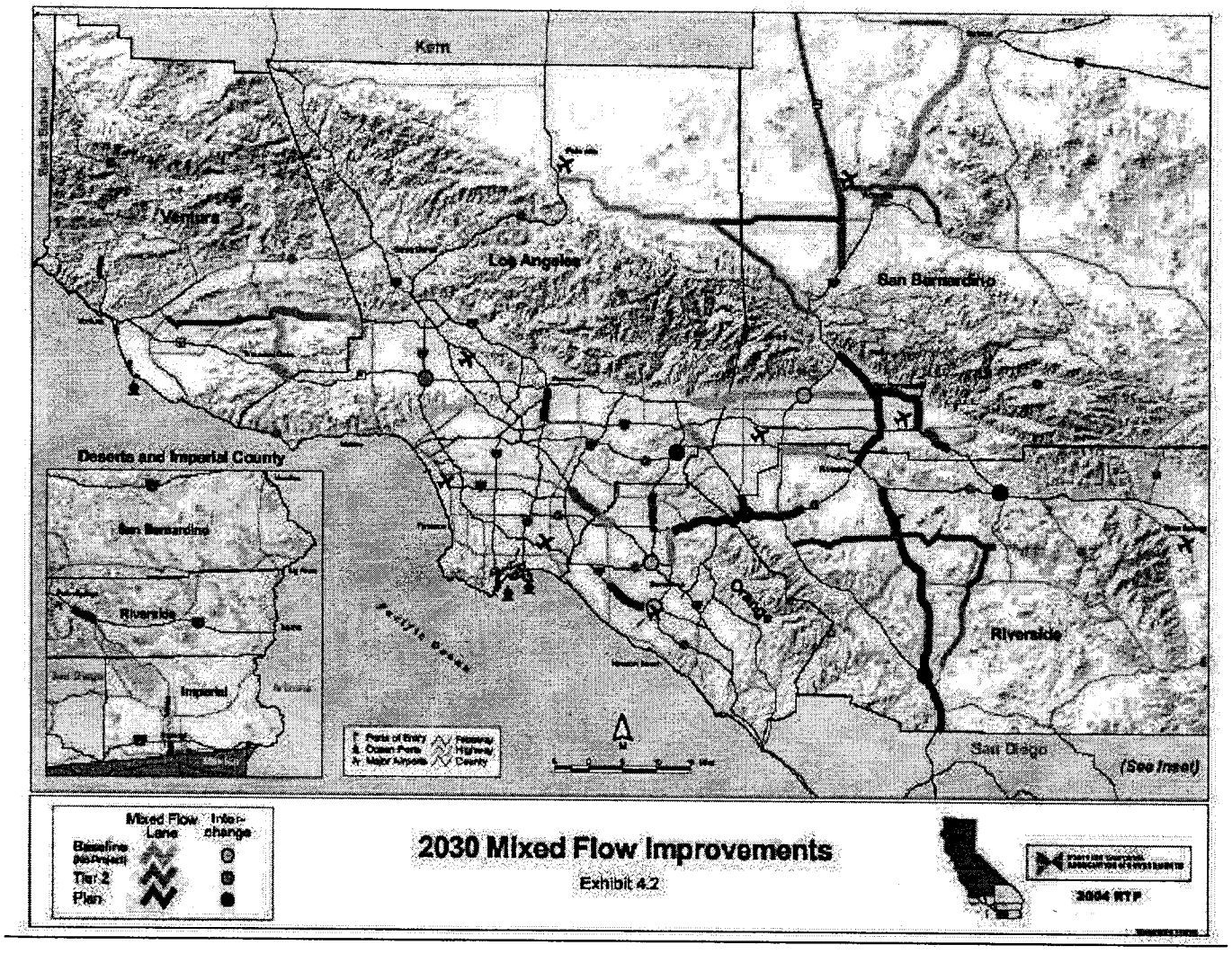
Baseline Highway Improvements (Lane/Route Miles)			
Facility Types	***Year 2000***	***2030 Baseline***	**Percent Increase**
Freeway	8,669	9,026	4.0%
Principal Arterial	15,573	15,959	2.4%
Minor Arterial	18,705	18,989	1.5%
Major Collectors	8,217	8,401	2.2%
HOV	443	931	3.1%

Freeway mixed-flow lanes and HOV lanes will increase the most substantially. There is a noted increase up to 2.4 percent in local arterials with Baseline improvements. However, these increases in facilities will not keep pace with the expected 40 percent population growth. If the region was to do nothing beyond completing committed (Baseline) projects by the year 2030, the freeway network mixed-flow lane capacity would increase by only 4 percent and the arterial system by 2 percent.

The anticipated increase in population growth combined with the minimal increases in transportation facility lane miles shown in Table D.1.2 would result in severe congestion. The congestion delay map (Exhibit D.1.4) show that the future transportation system is expected to be overwhelmed by new demand.

A comparison of the Year 2000 congestion map (Exhibit D.1.1) with the 2030 Baseline congestion map (Exhibit D.1.4) identifies that if we were to do nothing beyond completing committed (Baseline) projects by the year 2030, the Region's freeway network mixed-flow lane capacity would increase by less than 10 percent and the arterial system capacity would increase by about 7 percent. On the other hand, the High Occupancy Vehicle network will more than double in terms of lane miles by 2030. SCAG recognizes that these three types of facilities will continue to provide the means for most travelers to get to their desired destinations.

Exhibit D-1.4: 2030 Base Year Freeway Speed



2. Plan System Development

The Plan System went through several phases of development over the past two and a half years. Many alternatives were considered and evaluated according to performance measures discussed in detail in Appendix C. In all, there was evaluation of 5 RTP scenarios and 20 total variations.

The primary alternatives under evaluation were:

The "No Project" is the future condition with no RTP and minimal improvements to the transportation system. This fulfills the RTP Baseline and CEQA No Project requirements.

The "2001 RTP Modified" is an update of the adopted 2001 RTP to reflect the No Project growth and recent transportation planning decisions.

The "PILUT 1 (Infill)" alternative assumes additional transportation/land use strategies that encourage future growth to concentrate in existing urban centers through infill and redevelopment.

The "PILUT 2 (5th Ring)" alternative assumes additional transportation/land use strategies that encourage future growth to occur in the High Desert areas of northern Los Angeles and San Bernardino County.

The "Growth Vision (Hybrid)" builds upon the lessons learned from PILUT 1 & 2, and assumes transportation/ land use strategies where feasible in all parts of the region that encourage smart growth, jobs/housing balance, and centers-based development.

No Project Scenario

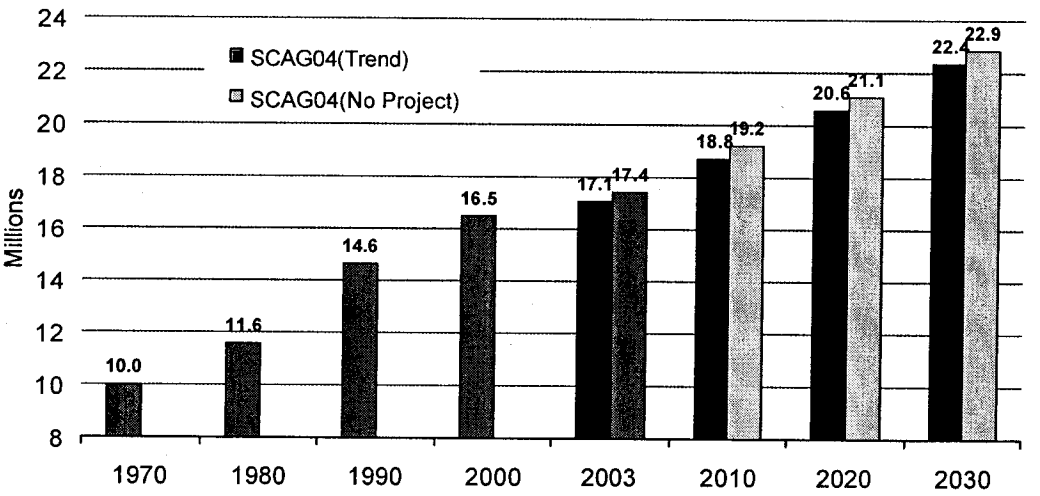
The No Project alternative assumes year 2030 with no RTP and only minimal transportation improvements from completion of certain RTIP projects, only projects from the 2002 RTIP with federal environmental clearance by 2002. Year 2030 Baseline conditions are highly dependent on the population levels, employment availability and household formations. Five specific demographic trends and/or assumptions for year 2030 conditions are enumerated below with details provided in Appendix A.

1. Growth rates decrease each decade.
2. Job growth rates higher than population growth rates through 2010, but slower than population growth rates after 2010.
3. Household growth rates higher than job growth rates and higher than population growth rates from 2000 to 2030.
4. SCAG share of U.S. job growth should be within a reasonable range.
5. Unemployment rate should not be lower than 4.9%.

In addition, the implications of recent growth data for 2003, produced by California's Department of Finance and Employment Development Department, resulted in further evaluation of Baseline 2030 conditions. The CEHD approved adjusting the Trend projection based on this new data, and using the adjusted numbers as the No Project RTP/EIR alternative. The adjustments are graphically presented in Figures D-1.4, D-1.5 and D-1.6 below. They are numerically presented in Table D-1.3.

Figure D-1.4

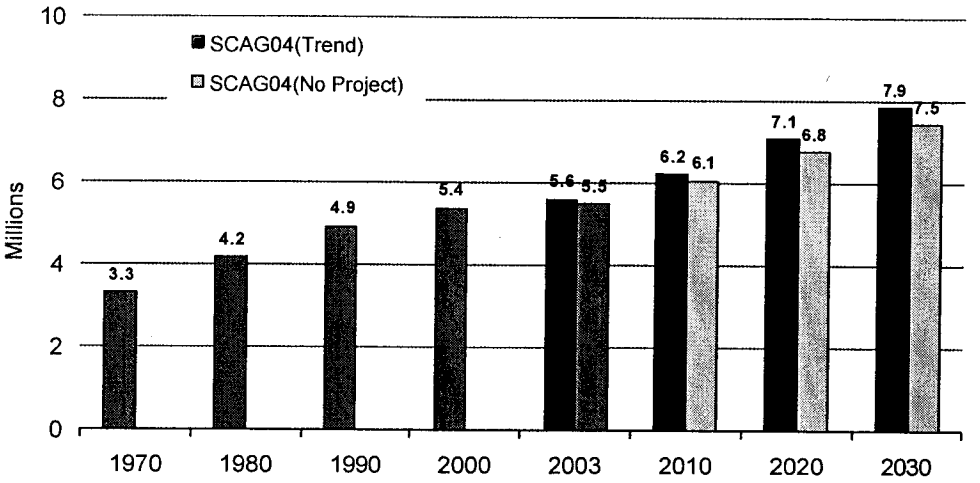
No Project Population Projection 1970-2030: SCAG Region



Note: US Census for 1970, 1980, 1990, 2000. CA DOF Estimates from 2003, SCAG Trend and Revised Projection for 2010, 2020, 2030

Figure D-1.5

No Project Household Projection 1970-2030: SCAG Region



Note: US Census for 1970, 1980, 1990, 2000. CA DOF Estimates from 2003, SCAG Trend and Revised Projection for 2010, 2020, 2030

Figure D-1.6

No Project Employment Projection 1983 to 2030: SCAG Region

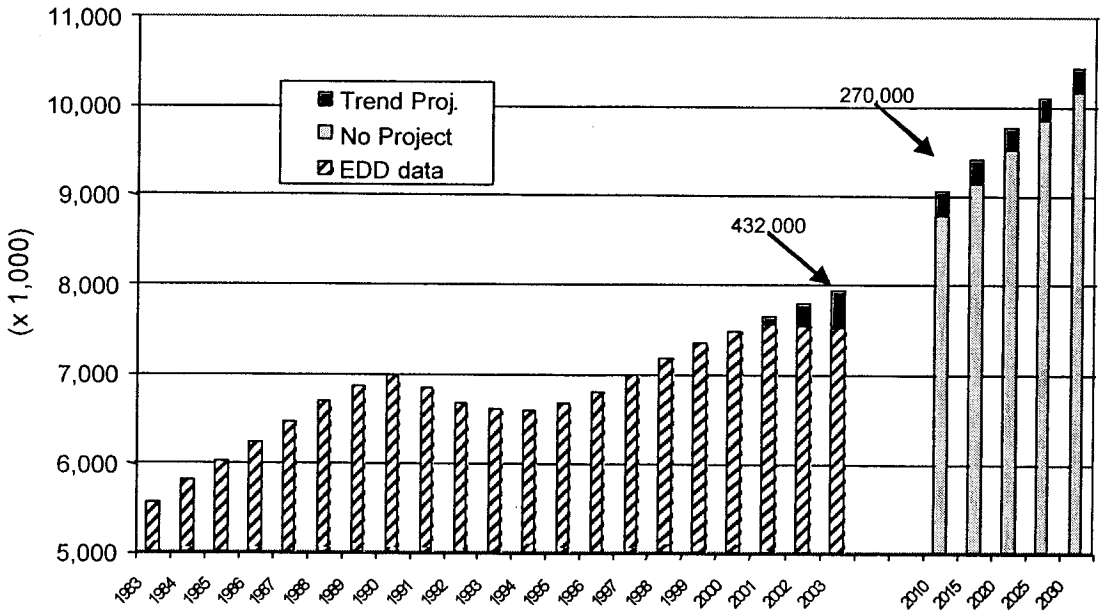


Table D-1.3
No Project versus Trend (in thousands)

	Trend		No Project		Difference (No Project minus Trend)	
	2010	2030	2010	2030	2010	2030
Population	18,759	22,410	19,236	22,890	480	480
Households	6,243	7,869	6,073	7,476	-170	-390
Employment	9,047	10,434	8,778	10,168	-270	-270

The adjustments, based on the recent growth data for 2003 and approved by CEHD, were then made to Baseline data to develop the No Project RTP/EIR alternative. The adjusted county specific data for population is provided in Table D-1.4. Adjusted household projections and employment projections are detailed in Table D-1.5 and Table D-1.6, respectively.

Table D-1.4
No Project Population Projections (in thousands)

County	2000	2005	2010	2015	2020	2025	2030
Imperial	147	165	189	210	231	251	270
Los Angeles	9,580	10,263	10,722	11,137	11,547	11,939	12,316
Orange	2,867	3,103	3,306	3,370	3,434	3,494	3,553
Riverside	1,560	1,850	2,085	2,335	2,582	2,819	3,045
San Bernardino	1,718	1,919	2,059	2,230	2,398	2,559	2,713
Ventura	758	823	874	905	936	965	993
SCAG Region	**16,630**	**18,124**	**19,236**	**20,188**	**21,127**	**22,027**	**22,890**

Table D-1.5
No Project Household Projections (in thousands)

County	2000	2005	2010	2015	2020	2025	2030
Imperial	39	45	55	62	69	77	84
Los Angeles	3,137	3,235	3,404	3,574	3,745	3,914	4,079
Orange	940	979	1,029	1,046	1,064	1,081	1,098
Riverside	509	587	686	776	867	957	1,045
San Bernardino	531	567	619	675	732	788	842
Ventura	244	261	280	293	305	317	329
SCAG Region	**5,401**	**5,674**	**6,073**	**6,427**	**6,782**	**7,133**	**7,476**

Table D-1.6
No Project Employment Projections (in thousands)

County	2000	2005	2010	2015	2020	2025	2030
Imperial	55	61	77	85	93	101	110
Los Angeles	4,453	4,504	5,027	5,180	5,321	5,445	5,557
Orange	1,515	1,581	1,793	1,834	1,870	1,898	1,922
Riverside	527	604	728	806	886	969	1,053
San Bernardino	595	669	771	843	918	994	1,071
Ventura	337	347	382	401	420	438	455
SCAG Region	**7,482**	**7,766**	**8,778**	**9,149**	**9,508**	**9,845**	**10,168**

Plan Alternatives

Alternatives Development
Preliminary analyses of Plan alternatives included three "Trend" projections and two additional called PILUT 1 and PILUT 2. Each alternative included:

- Transportation investments
- Transportation programs and policies
- Urban form strategies
- Resulting growth projection

All alternatives assumed the modified 2001 RTP set of projects plus with PILUT 1 and PILUT 2, further adjustments were made to target projects addressing the differing growth patterns and resulting congestion. The transportation assumptions for each alternative include: 1) 2002 RTIP projects are included; 2) additional Plan projects were added for each scenario, within funding constraints; and 3) system developed from adopted 2001 RTP projects and adjusted based on input from the county transportation commissions. Targeted projects for PILUT 1 and PILUT 2 alternatives are identified below.

PILUT 1
Projects focus on transit and the urban centers.
Highways
- o I-5 widening and interchanges
- o I-710 gap closure
- o SR-91 widening

Transit
- o •Rapid Bus/Bus Rapid Transit expansion
- o •Exposition Light Rail
- o •CenterLine Extension
- o •Redlands Rail Extension

PILUT 2
Projects focus on High Desert areas and access to/from urban centers.
Highways
- o I-15, SR-14 HOV and mixed-flow widening
- o SR-138, SR-18, US-395 improvements
- o Arterial widenings in High Desert

Transit
- o Enhanced Metrolink and express bus service to North LA County

The analyses resulted in key conclusions for development of a preferred Plan alternative:

1. PILUT 1 performs best for the region.
   - It makes better use of existing transportation infrastructure.
   - It encourages the use of alternative modes of transportation.
2. PILUT 1 and 2 perform better than the others by incorporating growth visioning and tailored projects: the transportation-land use link.

Therefore, taking the best elements of PILUT 1 and 2, a Growth Vision (Hybrid) alternative was created. This hybrid was primarily based on lessons learned from PILUT 1 and 2 and the multiple variations of alternatives analyzed. There were also the adjustments to the "No Project" as discussed above and input from the results of the Compass outreach project. This resulted in the final five alternatives evaluated for the RTP. They include:

- No Project
- 2001 RTP Modified
- PILUT 1 (Infill)
- PILUT 2 (5th Ring)
- Growth Vision (Hybrid)

Policy Direction

The 2004 RTP contains approximately $21 billion in highway and arterial improvement projects in addition to already committed or programmed projects. This figure includes all additional capital improvements proposed on the highway and arterial network, including mixed-flow lanes, HOV lanes, interchanges, truck climbing lanes, and grade crossings.

Major categories of the proposed improvements for highways and arterials in the 2004 RTP include HOV gap closures, HOV connectors, mixed-flow improvements, toll lanes and high-occupancy toll (HOT) lanes as well as strategic arterial improvements. The 2004 RTP is based on input from the 2001 RTP and priorities submitted by the county commissions and the subregions. The proposed projects and strategies are based on a performance framework established for the 2004 RTP and support the underlying Growth Vision developed through the consensus process. The Draft 2004 RTP contains a brief description of individual categories of improvements proposed with a full enumeration of projects in Appendix I.

Highway and Finance Task Force adopted a set of guiding principles in developing the highway improvement strategies. These principles are:

- ❖ Projects that enhance safety and security.
- ❖ Projects that fill significant gaps in the freeway and HOV system should be a priority, examples from the 2001 RTP include the 701 gap closure, 210 extension, I-10 HOV lane, 605 HOV lane.
- ❖ Projects that relieve significant bottlenecks, examples include truck climbing lanes, mixed flow widening and reconfigurations like the I-215 in San Bernardino, mixed flow continuity projects, completion of the HOV lanes on 405 through the Sepulveda Pass.
- ❖ Projects that support improved operational performance, examples include, auxillary lanes, interchange improvements such as better ramps.
- ❖ Projects that improve system connectivity.
- ❖ Projects that improve access to airports, cargo facilities, and intermodal centers.
- ❖ Projects that maximize efficient use of existing capacity, such as Traffic Management Centers, ramp metering, signal synchronization and other ITS.

- ❖ Projects to maintain and preserve the current investment in the highway system.
- ❖ Advancing long range study corridors from the 2001 RTP in high demand and/or high growth areas, based upon the findings of the RSTIS process.
- ❖ Projects that support land use through highway connectivity.

3. RTP System Improvements

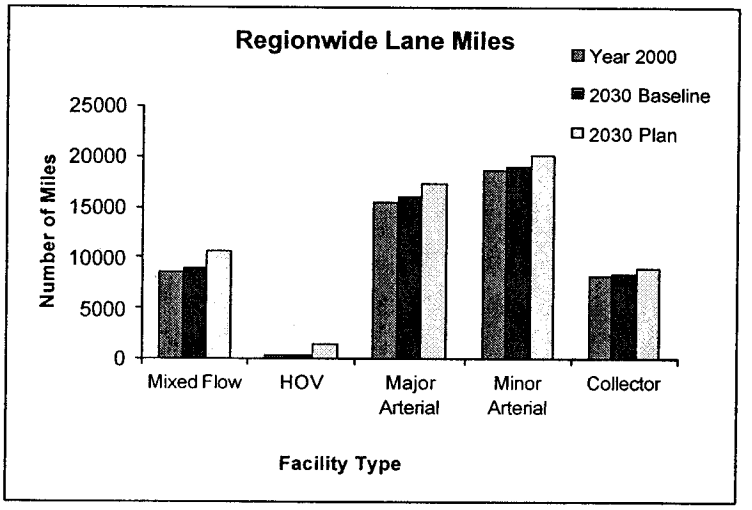
The Draft 2004 RTP proposes a significant increase in roadway lane miles as identified in Table D.1.7. HOV lane miles would increase by the greatest percentage at 51 percent, which is more than a tripling of the lane miles for HOV that existed in the year 2000. The largest increase occurs with mixed-flow freeway lane miles (1,556) which is also the facility type with the greatest percentage increase. This is followed closely by principal arterial lane miles (1,336) and then minor arterial lane miles (1,136).

Table D-1.7

Plan Improvements for Highway (Lane/Route Miles)			
Facility Types	***2030 Baseline***	**2030 Plan**	**Percent Increase**
Freeway	9,026	10,582	17%
Principal Arterial	15,959	17,345	9%
Minor Arterial	18,989	20,167	6%
Major Collectors	8,401	8,953	7%
HOV	931	1,403	51%
Freeway Connectors	457	480	5%

An easy comparison between existing year 2000 conditions and those future conditions with 2030 Baseline and the Plan can be seen in Figure D.1.7, Regionwide Lane Miles. Identified is the relative number of regionwide lane miles by facility type, along with the relative increase under future conditions. Clearly, the number of minor arterials lane miles is largest regardless of the scenario, but with a smaller increase from existing conditions.

Figure D-1.7



This same figure is replicated for each county in the SCAG region to identify where improvements would occur by facility type. These are indicated for counties of Los Angeles (Figure D-1.8), Orange (Figure D-1.9), Riverside (Figure D-1.10), San Bernardino (Figure D-1.11) and Ventura (Figure D-1.12).

Figure D-1.8

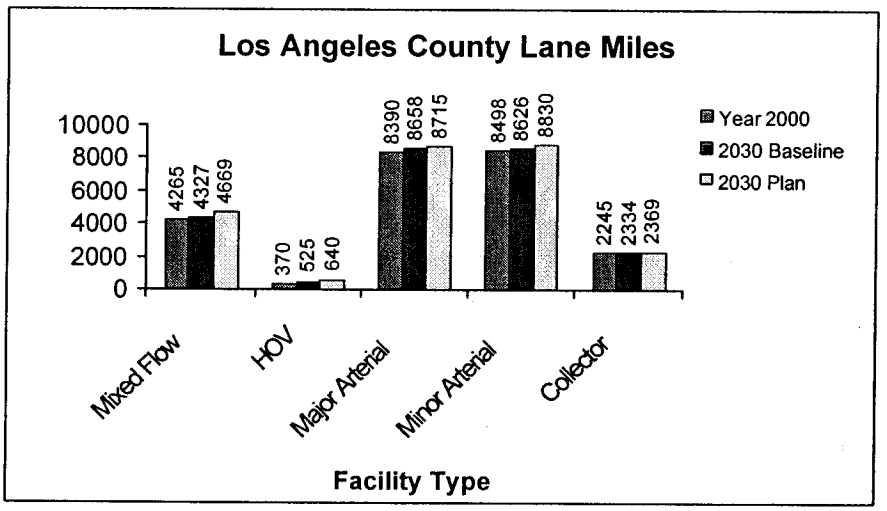


Figure D-1.9

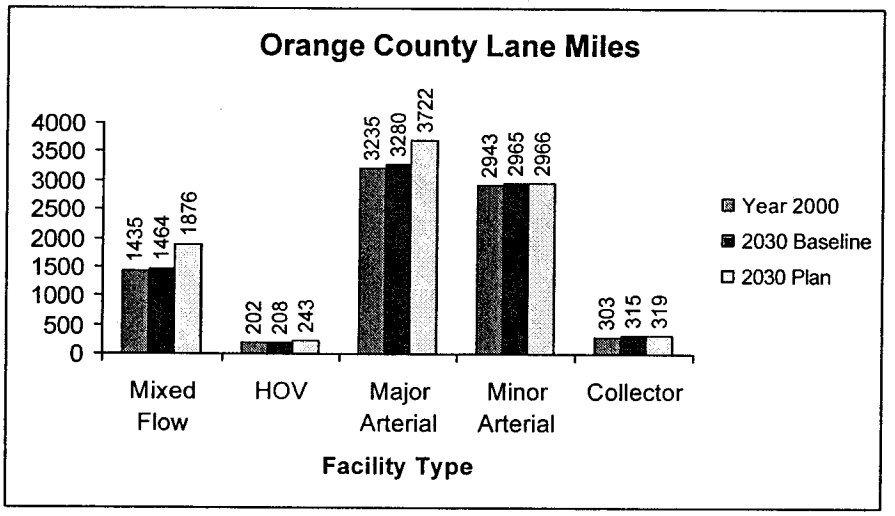


Figure D-1.10

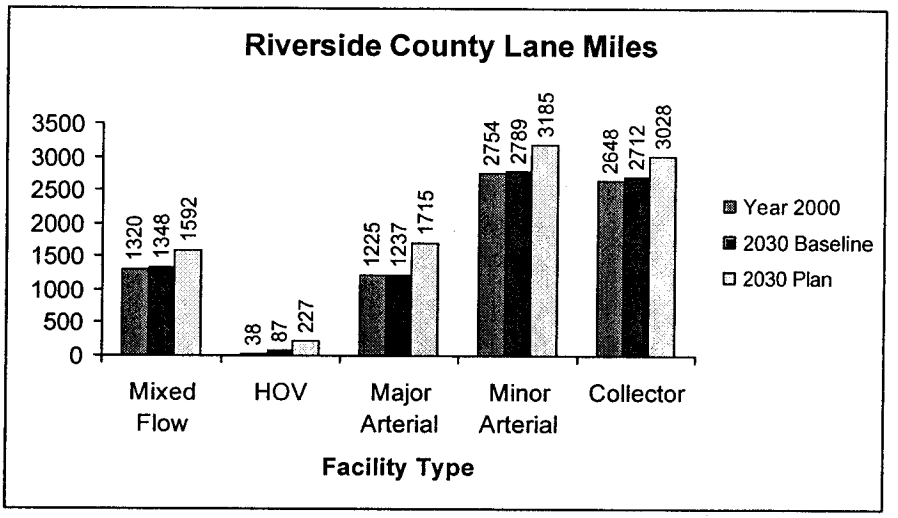


Figure D-1.11

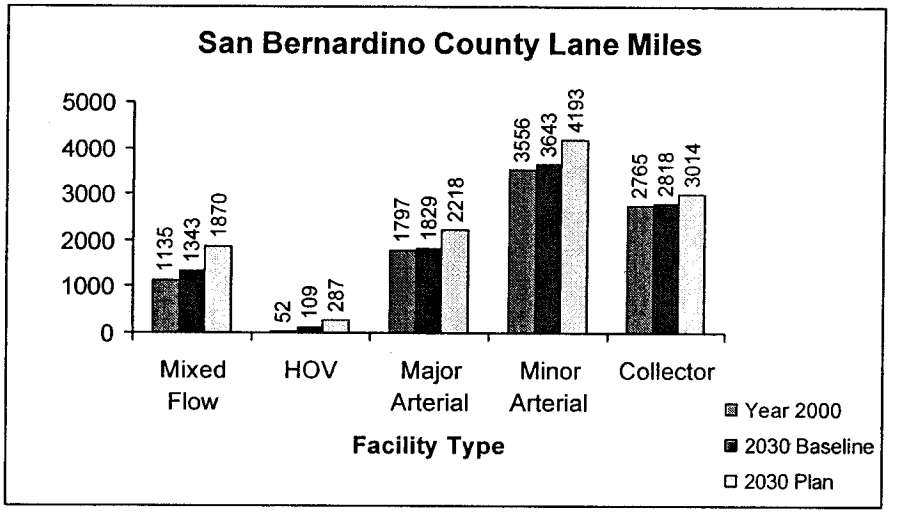
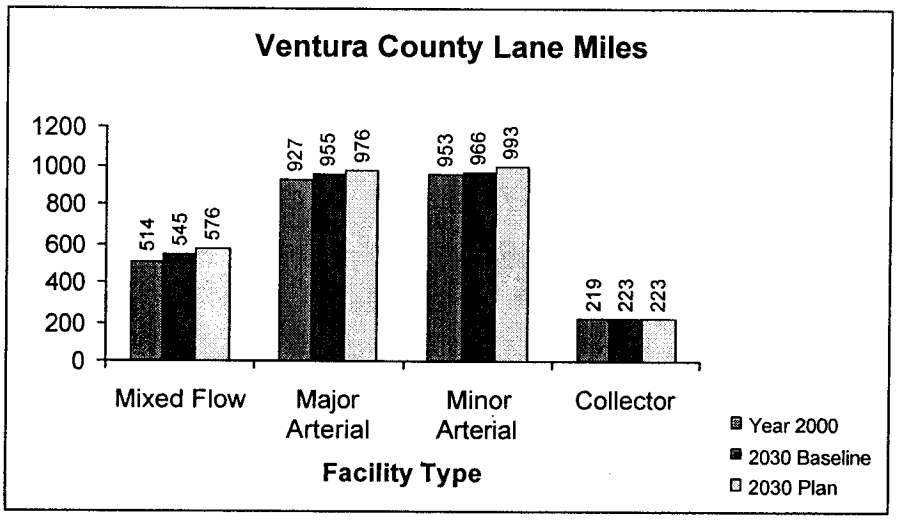


Figure D-1.12


Ventura County Lane Miles
1200
1000
800
600
400
200
0
514
545
576
927
955
976
953
966
993
219
223
223
Mixed Flow
Major Arterial
Minor Arterial
Collector
Facility Type
Year 2000
2030 Baseline
2030 Plan

APPENDIX D-2

Transportation Demand Management

TABLE OF CONTENTS

TRANSPORTATION DEMAND MANAGEMENT

1. Background

In the fall of 2000, the Southern California Association of Governments established a Regional Transportation Demand Management (RTDM) Task Force. The purpose of the Task Force is to facilitate discussion and development of regional transportation demand management goals, policies, programs and strategies for the regional transportation plan development process that serves Southern California's needs.

The Task Force voting membership is comprised of elected representatives who serve on SCAG's Transportation & Communications Committee. Additional participants include technical representatives from county transportation commissions, air quality management and air pollution control districts, the California Air Resources Board, bicycle and pedestrian coalitions, Caltrans and the Federal Highway Administration.[1]

During the fall 2000 and extending to the summer of 2003 the RTDM Task Force, its technical working groups (bicycle and pedestrian and park'n'ride) and Task Force-sponsored TDM Peer Review Groups (November 2002 and June 2003) reviewed regional TDM goals, policies, programs and strategies contained in the 2001 RTP (CommunityLink 21) as a starting point to determine what recommendations would be made for inclusion in the 2004 RTP.

The Task Force envisioned discussion to consider a wide range of both traditional and non-traditional regional TDM actions to respond to the fact that, "Southern California cannot build its way out of transportation congestion." The seminal belief is strategic, multi- and inter-modal capital construction must be accompanied by both system and demand management efforts that together may attain adopted regional transportation performance goals. Task Force members met monthly and worked in concert with staff, a technical consultant team, stakeholder agency representatives and coordinated its work with the Highway/Finance and Transit Task Forces. The product of this effort follows.

Key issues/questions that guide RTDM Task Force efforts are:[2]

- What role does TDM play in the overall achievement of regional mobility and air quality goals?
- Given this role, what goals are established for TDM?
- If these goals are attainable, what level of effort is required to achieve them?
- Finally, what organizational structure is best suited to assume this responsibility?

TDM strategies are an important element of the RTP: (1) contribute to meeting mobility goals, and (2) assist in compliance and attainment of the California and Federal Clean Air Acts. As a result, the RTP is subject the Transportation Conformity Rule, meaning RTP policies, programs and projects must be consistent with and conform to the applicable State Implementation Plan (SIP) for air quality. The RTP must demonstrate conformity with the SIP in order the SCAG region to continue to receive transportation funds from federal sources. It is clear then that the goals of mobility, financial and air quality are closely inter-linked. Transportation Demand Management (TDM) is the all-inclusive term given to a variety of

[1] Source: SCAG, October 2003

[2] Moore Iacofano Goltsman, Inc., Regional Core Rideshare services Study: Final Report, SCAG, 2/28/2002 pp. 10-14.

measures used to improve the efficiency of the existing transportation system by managing travel demand. Travel behavior may be influenced by mode, reliability, frequency, route, time and costs, support programs/facilities, perceived personal security and safety, and education. [3]

TDM strategies encourage the use of alternatives to the single occupant vehicle such as carpools, vanpools, bus, rail, bikes and walking. (For purposes of the RTP, transit and non-motorized strategies are separated.) Alternative work-hour programs, such as compressed work-week programs, flextime and work-at-home (telework and home-based businesses) are also TDM strategies, as are parking management tactics, such as preferential parking for carpools and parking pricing.

A two-step assessment process was utilized to screen and to select TDM strategies for circulation in the Draft 2004 RTP.[4] The potential effectiveness of TDM in 2030 depends largely on social and institutional commitments as well as funding. If we were to do nothing beyond our current efforts, the Region would not sustain the current levels of ridesharing and work-at-home, let alone expand them over the 2004 RTP period.

The 2004 Draft RTP, as does the adopted 2001 RTP, places "considerable emphasis on RTDM strategies and actions": 8,000 net new carpoolers each year over the next 30 years, an increase of 3,600 new vanpools from 1,400 to 5,000 by the year 2030, and a significant increase in telework/telecommuting and work-at-home resulting in an 11% reduction in work trips by the year 2030.[5]

The Region recognizes the importance of TDM strategies proposes a significant level of funding to meet the TDM goals as summarized in Table D-2.1. The total investment proposed for Non-motorized, Rideshare, ITS, and TDM is $1.25 billion.[6]

Table D-2-1

TDM Investments

County	Non-Motorized*	Rideshare**	TDM (Park and Ride Lots, Telework/Telecommute/ Work-At-Home, Parking Management, etc.)
Imperial	$32,000,000	$0	*
Los Angeles	$518,300,000	$114,300,000	$186,600,000
Orange	$115,000,000	$27,000,000	**
Riverside	$50,000,000	$86,400,000	**
San Bernardino	$39,000,000	$36,000,000	$6,500,000
Ventura	$65,000,000	$0	*
Regional Total	$814,300,000	$243,700,000	$193,100,000

*Imperial and Ventura County costs for TDM are included in the Non-Motorized amount.
**Orange and Riverside County costs for TDM are included in the Rideshare amount.

The total investment proposed for non-motorized, rideshare, and TDM is $1.25 billion; private sector investments (amount unknown) are not included in this table.

[3] Initial List of TDM Categories and Strategies, SCAG, November 2002; Final TDM Strategy Assessments-Second Screening Phase, Appendix A-Strategy Summaries, SCAG, June 2003

[4] Final TDM Strategy Assessments-Second Screening Phase, SCAG, June 2003

[5] SCAG analysis, September 2003

[6] 2001 RTP, CTC input, April 2001

Considering the TDM goals, along with the assessment results on the relative effectiveness, cost-effectiveness, and feasibility of the strategies, the RTDM consultant team recommended a package of four categories of strategies that have been shown to be highly effective in generating trip and VMT reductions. Further, it builds on the services currently in place in the region, potentially enhancing their effectiveness and cost-effectiveness.[7] This package includes the following:

1. Regional Core Services – Regional promotion and marketing
2. Regional Core Services – Information and support
3. Regional Incentives and Facilities
4. Employer-Based Services

Categories one and two are core services implemented either through a regional agency or by CTCs. The third category includes programs implemented directly to commuters through one or more regional or county agencies. Category four strategies are employer-based requiring substantial support and assistance. Some of the strategies are already in place in the region or in one or more CTC areas.

All of the services included in the Draft 2004 RTP are assumed to be coordinated among CTCs and other organizations that administer or fund TDM services. Since TDM services are provided by individual CTCs, cross-border coordination is vital to success of serving the travel needs of commuters and to meeting inter-county and regional needs (e.g. coordinated cross-county/regional ride-matching, transit, park'n'ride, bicycle lane network, vanpooling universal fare card/transit pass etc.) regardless of the county of origin and/or destination.

2. Effective Strategies

1 - Regional Core Services – Regional Promotion and Marketing

- Regional Marketing – A coordinated and continuous regional marketing campaign that pro-motes availability of commute services such as ridematching and transit schedule information.
- Mode and facility-specific marketing (e.g., vanpool, P&R lots, HOV lanes) targeted to commuter segments and locations where rideshare modes are most likely to be effective.
- Market-specific marketing targeted to non-commute markets, such as tourism, cultural and sporting events, and other non-repeating trips.
- Participation and sponsorship of regional rideshare events (e.g., Try Transit week) that raise the visibility of ridesharing and promote trial or occasional use of ridesharing.

2 - Regional Core Services – Information and Support, Regional Coordination

- Regional Ridematching – offered through a combination of internet ridematching and tele-phone/mail/email application submittal to CTCs; follow-up assistance provided to applicants via internet, mail, and/or telephone.
- Regional GRH program
- Internet Rideshare/Transit Information – One-stop availability of information on all rideshare strategies: carpooling/ridematching, vanpooling, transit route and schedules, bicycling routes and services.
- Regional Fare Card/Smart Card - Transportation pass valid on all transit systems and for regional vanpooling program.
- Regional Support for Non-motorized Modes – Bike storage facilities, bike commute route maps, bike-on-bus and bike-on-train programs, regional bike club.

3 - Financial Incentives and Facilities

[7] TDM Strategy Assessments-Second Screening Phase, SCAG, June 30, 2003

- Try-it Financial Incentives – Non-mode specific incentives targeted to non-ridesharers to encourage trial ridesharing (e.g., Rideshare Rewards, Team Ride, Club Ride).
- On-going Incentives – Incentives for current ridesharers to continue ridesharing (e. g., Club Metro, promotional drawings).
- Universal Annual Employer Pass – Special type of annual transit pass purchased by an employer and distributed to all full-time employees at a worksite.
- Regional Vanpool Network – Fleet vanpool program that offers regional vanpool service on a broad network of routes.

4 – Employer-Based Services (With Employer Incentives)

- Transit/Vanpool Benefit – Tax-free transit or vanpool benefits offered by employers to employees (e.g., "Commuter Choice tax benefits")
- Tele-Work/Telecommuting Support – Practice of employees working all day at a location other than their regular workplace, generally a location closer to the employee's home
- Flexible/Compressed Schedules – Work schedules that allow employees to work a full-time work schedule in arrangements other than the conventional five days per week, eight-hours per day
- Financial Incentives – Incentives include any form of subsidy by which employers reduce the costs of non-drive-alone commuting for their employees.
- Rideshare Support – Support services, such as preferential parking and on-site sales of transit passes, that employers can use to encourage their employees to rideshare to work.

Note: Employer-Based Services assumes that the regional and/or CTC role in this category would be to encourage employers to provide these services to their employees. The list shown above is not intended to suggest that other employer-based services should not be promoted, only that particular emphasis should be placed on these strategies, due to their motivating and/or support roles. The level of benefit estimated for employers' participation in these programs assumes that regional agencies and/or CTCs will provide services and benefits to employers that provided worksite commute assistance services, for example:

1. Technical assistance on-site and through phone and email support
2. Web-based rideshare resource center with access to documents, case studies, and other materials
3. Rideshare program grants for implementation of worksite services by employers
4. Rideshare subsidy reimbursement or cost-sharing for subsidies employers pay to their employees
5. State corporate tax credit for portion of the cost employers expend for TDM services

3. Strategy Implementation and Costs

All the strategies on the list above were deemed to be feasible to implement. Some strategies do, however, present implementation challenges and or considerations. Specific implementation issues related to each strategy have been described in summaries prepared for each individual strategy. These summaries are compiled in a document entitled, "TDM Strategy Assessments, Second Screening Phase". This document also notes cost elements that are likely to be incurred for each strategy.

4. Regional Leadership and Support for TDM Programs

The recommended package of TDM strategies is ambitious, but the goals for TDM are ambitious. The goals set for TDM can be achieved, however doing so will require that the region devote substantial resources and public support to TDM in the coming years. For purposes of the 2004 DRTP SCAG utilized the estimates of resources available to provide TDM programs and services as provided by the CTCs for the adopted 2001 RTP and allocated those resources per CTC direction.

Ongoing monitoring of TDM effectiveness will determine if the strategy package as outlined appears to be beyond the resources that can be applied by CTCs to meet TDM goals. Should this occur, regional

decision-makers should reconsider the goals and re-scale them to match levels of resources that the region can devote the programs.

5. TDM Programs and Actions

Increasing Rideshare (Carpool and Van Pool)

Carpool Market Share
In order to sustain the existing carpool market share and to increase the number of rideshares, the Region must increase investments in TDM. Just a one percent drop in the carpooling rate translates into more than 40,000 additional vehicles on our freeways and surface streets daily, resulting in an annual increase of 300 million vehicle-miles of travel.

Key RTP recommendations to maintain and increase the existing carpool market and increase the number of carpools by 8,000 annually include:

- Program funds in the RTIP to maintain the existing carpool market and increase the number of carpools by 8,000 annually.
- Provide "seamless" intra- and inter-county carpool services to the regional traveler.
- Maintain the existing carpool market share and increase carpooling rates.
- Support funding for education and outreach to the general public in order to increase awareness and participation in carpooling and vanpooling.
- Together with county transportation commissions, SCAG will work to further refine existing rideshare tracking, documentation and reporting methods, so as to improve the Region's ability to effectively demonstrate timely implementation of TCMs as required by the Federal Transportation Conformity Rule, as well as to improve reporting on annual average TDM investments and to enhance their effectiveness.

The cost of meeting our carpool and vanpool (described in the following section) goals is approximately $10 million on an annual basis. The proposed funding identified in Table D-2.1 is consistent with this need. To meet the Region's goals, SCAG will work closely with the county transportation commissions to ensure that an appropriate level of funding for TDM strategies is programmed.

Vanpooling
Vanpooling is considered one of the most cost-effective rideshare strategies for long-distance commuters. The effectiveness of vanpooling is based on its ability to reduce vehicle trips and vehicle-miles of travel. Within the SCAG Region, there are approximately 1,400 vanpools (a 30 percent reduction from the 2001 RTP) in operation, carrying an average of 10 riders and traveling approximately 35 miles per one-way trip. Vanpool programs are operated primarily by the private sector, utilizing minimal public subsidy.

Vanpools and transit markets may overlap. Both can serve trips from suburban communities into central areas or other suburban activity centers. However, vanpools can also serve low-density residential communities, where transit operators cannot or do not offer service. Additionally, vanpools can service those traveling on reverse commutes, where transit service may also be lacking.

There are several situations that favor vanpool applications:

- The presence of HOV facilities, freeway and/or arterials

- ❖ Limited or high-cost parking around the destination site or both
- ❖ Preferential parking, variable work hours and guaranteed ride-home programs for vanpoolers at work sites
- ❖ Limited or non-existent conventional or demand-responsive transit service.

Key RTP recommendations to expand vanpooling in the Region include:

- ❖ Formalize and expand partnerships among public and private sector stakeholders to improve delivery of vanpool services regionally.
- ❖ Increase the number of commuter vanpools from 1,400 to 5,000 through more effective marketing and the provision of non-monetary public sector incentives.
- ❖ Establish a dedicated funding source for planning and implementing vanpool programs and services.
- ❖ Expand the provision of vanpool services in the Region through an increase in dedicated public-sector staffing and resources.
- ❖ Facilitate a regionally coordinated marketing strategy among the public and private sectors to enhance vanpool programs, increase ridership and improve outreach efforts.

Increasing Work-at-Home (Telecommute and Home-Based Business)

Increasing the number of workers who work-at-home (self-employed, home-based business owners) or who telecommute/telework (wage and salary employees conducting some or all of their work from home) decreases home-based work trips, vehicle-miles of travel and vehicle emissions.

The 2001 RTP assumed that 2.3 percent and 4.7 percent of all work trips would be reduced due to telecommute and work-at-home in 2010 and 2025 respectively. Recently the Bureau of Labor Statistics (BLS) documented that 15 percent of the nation's workforce (home-based businesses and wage and salary employees) report they work at home, 4.4 percent are self-employed in home business and do not commute to work; and 2.5 percent telecommute (2001-Bureau of Labor Statistics Population Survey). In the SCAG Region, according to the Association's 2002 Telework Survey, approximately 3.2 percent of the Region's wage and salary workers telecommute from home instead of commuting to their primary place of employment.

National and regional surveys of those who telecommute indicate that it is a lack of support and trust from "management," rather than the provision of equipment or the desire of workers to telecommute, that hampers the growth of telecommuting. The 2004 RTP, therefore, recommends the following actions:

- ❖ Formalize and expand partnerships among public and private sector stakeholders to increase opportunities for wage and salary workers regionally to telework/telecommute in-lieu of daily commuting.
- ❖ Promote achievement of a 4-5 percent telework/telecommute goal to increase opportunities for wage and salary workers regionally to work-at-home in-lieu of daily commuting.

Decreasing Discretionary Trips and Spreading Demand to Non-Peak Periods

Decreasing discretionary person and vehicle trips, especially during peak commute periods, and emphasizing the use of non-motorized modes offers opportunities to reduce demand and to improve the efficiency of the transportation system when the highest level of travel demand normally occurs.

Non-work, discretionary trips made during rush hours exacerbate demand for scarce transportation resources that could be better accommodated if shifted to non-peak periods of the day. The key issue is that providers of medical, shopping, school, recreation and related services often provide services during business hours that overlap commute periods. The 2004 RTP recommends the following:

- ❖ Explore the opportunity to develop and to disseminate educational programs at the county and community level that promote consumers' use of non-motorized travel modes for non-work trips made during commute hours.

- ❖ Explore partnerships among public and private sector providers of medical, shopping, school, recreation and related services and programs to identify alternative modes of travel to their establishments and to evaluate their ability to offer consumer services during non-commute hours.

Non-Motorized Transportation

Given the constraints on resources and our emphasis on land use, the Plan recognizes the importance of non-motorized transportation as an important and integral part of the 2004 RTP.

Pedestrian Transportation
Pedestrian mobility in urban, suburban and rural areas presents obstacles unique to each environment. There are, however, a number of key areas relevant to any environment, including:

- Pedestrian safety at points of contact with vehicular traffic.
- Access to schools and other public facilities where children are present.
- Requirements of the Americans with Disabilities Act (ADA Requirements).
- Convenience and aesthetics.

Pedestrian issues related to these four areas, but particularly urban pedestrian movement and access to transit stations, is a part of a commuter trip that begins and ends on foot.[8]

Pedestrian issues:

General requirements for disabled persons (ADA)
Access to and from Park & Ride Facilities
Traffic calming and other vehicular traffic management techniques
Traffic Control Devices
Barriers and Bottlenecks (freeways and ramps, parking structures...)

Strategies for improving pedestrian mobility:

Collection of pedestrian-related accident data
GIS and mapping tools
Streetscape and Boulevard Improvements

[8] Pedestrian Issues & Strategies, SCAG, June 2003

Effective public parking plans
Zoning, Land Use and Permit Conditions.
Infrastructure improvements and improved pedestrian movement
Funding programs.

Recommended actions for further study:

Define likely causes of pedestrian-related incidents.
Determine key accident locations and trends.
Coordinate pedestrian mobility planning efforts with Growth Visioning.
Evaluate funding availability.

1. Compile a list of funding sources, purpose and availability
2. Apply for planning grant funds
3. Circulate funding sources and availability

Bicycle Transportation: Issues & Strategies Summarized

A Bicycle Working Group of the RTDM Task Force met and identified overarching issues that confront safe and effective bicycle commuting. These are:

- IDENTIFY COMMUTER CORRIDORS: Identify a list of candidate commuter corridors for the purpose of future regional bikeways planning with an emphasis on providing links between existing systems.

- INTERMODAL CONNECTIONS: Conduct a region-wide assessment of intermodal connections between bicycles and transit systems, including storage at stations and access to buses, rail. Equip transit systems for bicycles, including at peak commute periods.

- QUANTIFY FUNDING NEEDS: This may be difficult as funding is primarily addressed via municipal and county bicycle master plans (California General Plans do not mandate consideration of bicycle and pedestrian facilities).

- IDENTIFY FUNDING SOURCES: Identify funding for planning, development and construction. Support current planning efforts and advocate increased state funding.

- IDENTIFY COMPREHENSIVE BICYCLE USE STATISTICS: Collect user demographics, travel patterns/corridors, roadway/bikeway condition and maintenance practices, bicycle-related traffic incidents, suregional improvement projects, latent demand (use if conditions were conducive to bicycle commuting on a regular basis). Provide a comprehensive integrated system for storage and retrieval of data.

- ADVOCATE A MULTI-MODAL MINDSET among planning, programming and design staff to facilitate the integration of bicycling (and pedestrian facilities) into the mainstream of transportation planning. This will be accomplished via uniform, methodical integration into subregional and regional transportation planning processes through on-going programs, staff training and analytical tools.

- IMPROVE ARTERIAL STREETS ACCESS; particularly during peak travel hours.

- IDENTIFY AREAS WITH SAFETY DEFICIENCIES including hot spots, areas requiring maintenance and pavement surface improvements.

- INTEGRATE BICYCLE PLANNING into the overall planning process and develop/support methodologies to analyze bicycling in the traffic modeling process.

- RESOLVE CONFLICT BETWEEN MODE SPLIT/LATENT DEMAND: Mode split indicates bicycle commuter ridership to be 1% or total trips, thereby making it difficult to justify funding. Bicycle advocates believe there are inadequate methods of determining the bicycle mode split and that there is latent demand that could be met with improved accessibility.

- INCORPORATE BICYCLE USE IN NEW LAND USE DEVELOPMENTS.

- IDENTIFY AND EVALUATE TRAFFIC MANAGEMENT PLANS/BICYCLE USE: Traffic System Management, Traffic Calming, and other new and innovative strategies that may pose obstacles to bicycles.

- PROMOTE HOV PROJECTS AND IMPROVEMENTS. Work to alter the mindset that encourages the predominance of single occupancy vehicle travel.

- The RTDM Task Force observed that:

- Local communities and bicycle groups often initiate public outreach efforts.

- The Auto Club provides bicycle safety and education through the school system in 13 Southern California counties.

- One issue is to determine which issues are best handled through a regional approach and which are best handled through a local community or County Transportation Commission.

- Consider how bicyclists could help shoulder some of the costs for providing services on public transportation?

- Traffic calming measures have a much larger impact on land use planning, livable cities, quality of life than do bicycle lanes.

Reinforcing the importance, the 2004 DRTP proposes over $755 million in investments on non-motorized transportation over the Plan horizon, which is higher than proposed in any Plan in the past. The proposed funding for non-motorized transportation can be used to implement bikeway expansion projects, create a bicycle, and pedestrian-friendly transportation environment, induce mixed-use development that promotes biking and walking, and conduct public safety education for bicyclists and pedestrians. The proposed funding level on a county-by-county basis is depicted in Table D-2.1.

APPENDIX I

Project Lists

Excerpts

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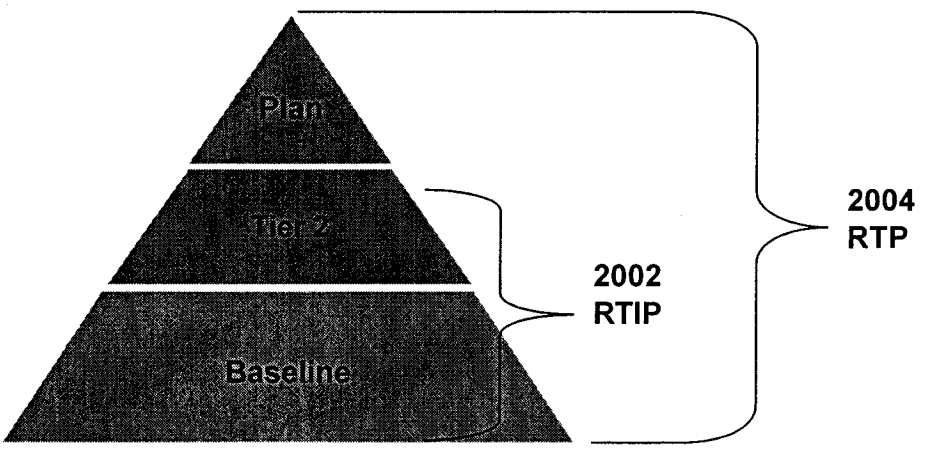
The RTP is comprised of three parts: Baseline, Tier 2, and Plan. The Unconstrained projects are provided as information only, and are not part of the financially constrained RTP.

Figure I.1 – Generalized Project Framework



BASELINE
ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
DANA POINT	ORA010200	SCAB	1	4.32	4.32	PACIFIC COAST HWY @ DEL OBISPO, WIDEN INTERSECTION, ADD A WB RIGHT TURN LANE ON PCH AND A SECOND NB THROUGH LANE ON DEL OBISPO STREET. FRM 2 TO 3. (00-DPNT-IIP-3059)	20040630	EXEMPT/TRAFFIC SIGNALIZATION
SAN CLEMENTE	10287	SCAB	5	3.7	4.5	AVENIDA VISTA HERMOSA @ I-5 NEW INTERCHANGE FROM 0 TO 5 LANES ON OVERPASS.	20021201	<OTHER>
LAGUNA NIGUEL	ORA55063	SCAB	5	12.8	13.1	I-5 @ AVERY PARKWAY (MARGUERITE TO CAMINO CAPISTRANO) INTERCHANGE IMPROVEMENTS. WIDEN FROM 4 TO 5 LANES (FOR TURN LANE) UNDER FREEWAY BRIDGE.	20010801	<OTHER>
SAN JUAN CAPISTRANO	40177	SCAB	5	11.4	0	(I-5 AND CAMINO CAPISTRANO) IN SAN JUAN CAPISTRANO ENHANCEMENT OF HISTORIC VIEW AND LANDSCAPING AND HISTORIC PRESERVATION	20030630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	6490	SCAB	5	33.9	43.5	I-5 (ROUTE 5/22/57 INTERCHANGETO BEACH BLVD) IN ANAHEIM - CONSTRUCT TMA.	20040630	<OTHER>
ANAHEIM	ORA000100	SCAB	5	34	43.5	GENE AUTRY WAY WEST@ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HARBOR.	20041230	TCM
CALTRANS	10167	SCAB	5	42.1	44.4	I-5 FROM SR-91 TO LA COUNTY LINE IN BUENA PARK - ADD 1 MIXED FLOW LN AND 1 HOV LN IN EACH DIRECTION. FROM 6 - 0 TO 8 - 2 LANES.	20081231	TCM
BUENA PARK	ORA55059	SCAB	5	44.3	0	ARETESIA @ I-5 (KNOTT TO BOTRYOIDES) INTERSECTION IMP REALIGN N/B OFFRAMP AND S/B ONRAMP; IN CONJ W/ I-5 WIDENING. FROM 2 TO 3 LANES. I-5 E TO BOTRYOIDES BLVD	20030620	<OTHER>
CALTRANS	ORA020124	SCAB	22	0.34	13.16	SR-22 SOUNDWALLS (INCLUDES TCRP/HB311)	20030630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA000801	SCAB	22	1.9	6.8	IN GARDEN GROVE (SPRINGDALE TO KNOTT- N AND S SIDES) AND (MAGNOLIA TO EUCLID - S SIDE) RETROFIT THREE (3) SOUNDWALLS ON SR-22	20030630	EXEMPT/TRAFFIC SIGNALIZATION
GARDEN GROVE	ORA981104	SCAB	22	7.83	0	RECONSTRUCT HARBOR BLVD INTERCHANGE. 4 LANES EACH DIRECTION. (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) 2 HOV LNES(1 E/B & 1 W/B) AND PROPOSED SR-22 HOV LANES.	20070830	TCM
ORANGE, CITY OF	ORA55282	SCAB	22	9.7	0	BUILD NEW RAMP FROM THE SR-57 TO THE SR22 WEST BOUND (INCLS WIDENING OF LEWIS ST BRIDGE FROM LAMPSON TO GARDEN GROVE BL) & BUILD OFFRAMP FROM THE SR-57 DIRECTLY TO THE CITY DRIVE.	20070930	<OTHER>

BASELINE
ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE, CITY OF	ORA990443	SCAB	22	10.48	0	SR-22 AND CITY DRIVE INTERCHANGE IMPROVEMENTS. RECONFIGURE FREEWAY INTERCHANGE AT SR-22 FROM SR-57 TO LEWIS STREET -- FROM 6/0 TO 6/2 LANES (ADDING 2 HOV LANES)	20070930	TCM
HUNTINGTON BEACH	ORA000149	SCAB	39	5.7	5.7	BEACH BLVD @ EDINGER. WIDEN S/E CORNER TO CONSTRUCT NB RT-TURN LANE TO EDINGER. 3 LANES TO 3 LANES.	20030630	EXEMPT/TRAFFIC SIGNALIZATION
SANTA ANA	550	SCAB	55	7.5	7.6	ALTON AVE IN SANTA ANA CONSTRUCT A NEW 4-LANE (2E/B AND 2W/B) OVERCROSSING & HOV ACCESS RAMPS @SR-55	20060501	<OTHER>
TUSTIN	ORA55261	SCAB	55	9	9.44	NEWPORT AVENUE@ SR 55 INTERCHANGE MODIFY NORTHBOUND ROUTE 55 ON AND OFF RAMPS TO CONNECT TO NEWPORT AVE EXTENSION (frm 0 TO 6 LNS) (BTWN EDINGER & VALENCIA) (00-TUST-RIP-3190)	20040601	<OTHER>
SANTA ANA	ORA55037	SCAB	55	11.79	11.79	17TH STREET IN CITY OF SANTA ANA (TUSTIN AVE TO YORBA) OVERCROSSING APPROACH WIDENING STREET. FROM 2 TO 3 LANES	20030630	<OTHER>
CALTRANS	1332	SCAB	55	12.7	17.6	(RTE SR-22 TO RTE SR-91) IN CITY OF ORANGE_WIDEN EXIST 8-LN FWY INCL. 2 STND HOV LNS ADD 2 MIXED FLOW LANES AND_AUX LNS; OC @ LAVETA, MEATS & KATELLA (98 STIP PROJECT)	20021230	TCM
BREA	ORA000107	SCAB	57	19.86	20.88	AT LAMBERT AND IMPERIAL IN CITY OF BREA. FWY/ARTERIAL (FROM 2 TO 3 LANES) ON RAMP; AND ADD (FROM 3 TO 4 RIGHT LANES AT LAMBERT.	20030630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA55073	SCAB	73	5.4	7.8	BIRCH TO I-405 WIDENING; ADD (1) MIXED FLOW LANE IN NB DIR; NB AUX LANE; SOUNDWALLS; AND (1) HOV LANE (2010) IN EACH DIR. NEAR SR55 INTERCHANGE (98 STIP)	20030730	<OTHER>
SAN JUAN CAPISTRANO	ORA000152	SCAB	74	0	0.24	ORTEGA HWY (RANCHO VIEJO RD TO JUST EAST OF I-5/SR-74 INTERCHAGE) ROADWAY WIDENING ADD RT TRN LNE TO CAPAC & REDUCE QUE ON WB SR-74 TO NB I-5 TRN. N/B FRM 2TO3 AND S/ 2TO3	20010221	<OTHER>
LA HABRA	ORA000115	SCAB	90	0	2.5	IMPERIAL HWY SMART ST (LAC TO HARBOR); RESTRIPE 4 TO 6 LNS(LAC LINE TO IDAHO ST. ADD RAISED MEDIAN. MODFY MEDIANS AT 4 INTSECS. ADD BUS PADS, TURNOUTS.(COMBINES ORA028 AND ORA029)	20050901	<OTHER>

BASELINE
ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
FULLERTON	ORA021201	SCAB	90	0	2.5	IMPERIAL HWY- SMART ST (HARBOR TO SR57) RESTRIPE 4 - 6 LNS (HARBOR BLVD & BERRY ST MEDIAN MODIFICATNS AT PUENTE INTERSEC. BUS PADS, BUS TURNOUTS & SOUNDWALLS AT VAR LOCATIONS	20060630	<OTHER>
BREA	ORA000105	SCAB	90	5.45	7.96	IMPERIAL HWY SMART ST (SR-57 TO ROSE) . WIDENING EB BY 1 LANE FROM E. OF VALENCIA TO CITY LIMITS. MEDIAN MODIFICS AT INTERSECTS: ASSOCIATED, VALENCIA, AND ROSE. BUS PADS, S.S.	20070901	<OTHER>
BREA	ORA990405	SCAB	90	6.58	0	Imperial Highway@Kraemer Boulevard Add northbound through lane & west bound righttum lane along Imperial Hwy at the Kramer lvd intersection	20030930	EXEMPT/TRAFFIC SIGNALIZATION
YORBA LINDA	ORA000188	SCAB	90	7.15	12.28	IMPERIAL HWY SMART ST. (ROSE TO ORANGETHROPE)- SMART STREET PROGRAM. WIDEN TO 4 LNES. SIGNAL COORD. IMPROVE RAMPS AT KELLOGG; RAISED MEDIANS; TURNOUTS; BUS PADS, AND SOUNDWALLS.	20020601	<OTHER>
CALTRANS	5620	SCAB	90	11.8	12.4	AT ORANGETHORPE AVENUE IN YORBA LINDA, IMPERIAL HWY GRADE SEPERATION AT ORANGETHROPE/ESPERANZA RD AND BSNF RR (DEMO ID#1215 RELATED TO ORA99060)	20040930	<OTHER>
CALTRANS	ORA020928	SCAB	91	9	10.1	IN ANAHEIM - PERALTA HILLS. CONSTRUCT SOUNDWALL ON EB SR-91 (FROM SR-55/SR-91 SEPARATION TO LAKEVIEW AVENUE OVERCROSSING).	20060630	EXEMPT/TRAFFIC SIGNALIZATION
BREA	ORA55278	SCAB	142	1.8	2.8	CARBON CANYON AND VALENCIA WIDEN ROADWAY FROM TWO TO FIVE LANE (THREE WESTBOUND AND TWO EASTBOUND) WITH STRIPED MEDIAN & INTERSECTION IMPROVEMENTS	20021001	<OTHER>
IRVINE	ORA010201	SCAB	405	2.88	0	SAND CYN @ I-405 ADD 1 LEFT TURN LANE ON NB SAND CYN TO SB I-405 ON-RAMP. BUILD NEW 2 LANE ON-RAMP ON SAND CYN TO NB I-405; WIDEN SAND CYN BRIDGE FROM 4 TO 6 LANES.	20030630	<OTHER>
IRVINE	ORA990445	SCAB	405	3.95	0	JEFFREY/I-405 INTERCHANGE. WIDEN FROM 4 TO 6 LANES, WIDEN RAMP, MODIFY SIGNAL, AND IMPROVE RAMP AT 1000' SOUTH OF INTERCHANGETO 1000' NORTH OF INTERCHANGE.	20051230	<OTHER>
IRVINE	ORA55105	SCAB	405	7.4	7.4	VON KARMAN OVERCROSSING IN IRVINE WIDENING FROM 4 TO 6 LANES (NON REGIONALLY SIGNIFICANT)	20060630	<OTHER>

BASELINE
ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
CALTRANS	6951	SCAB	405	7.7	8.7	405/55 INTERCHANGE SOUTH TRANSITWAY MOS1_EXISTING 4 MIXED 1 HOV_ON SR55 AND I-405 EXIST IS 5 MF AND 1 HOV ADD HOV DIRECT TRANSITWAY FROM SR55 TO I-405	20021130	TCM
COSTA MESA	3090	SCAB	405	8.7	10.1	IN CITY OF COSTA MESA_(MOS 2&3) N/B I-405/BRISTOL OFF-RAMP AND S/B RTE-55 TO N/B I-405_(NORTH TRNSTWY) WIDEN NB OFF RAMP BRAID WITH CONNECTOR_FROM 6 TO 8 LANES .	20040401	<OTHER>
COSTA MESA	720	SCAB	405	9.7	12.5	(BRISTOL STREET TO EUCLID) I-405 WIDENING AND RAMP IMPROVMENTS INCLUDING THE I-405/SR-73 INTERCHANGE IN CONJUNCTION WITH ORA55073	20040730	<OTHER>
CALTRANS	86	SCAB	405	9.9	10	AT BEAR ST OVERCROSSING IN COSTA MESA, REMOVE AND RECONSTRUCT OVERCROSSING FROM 4 TO 6 LANES. WIDEN BRIDGE STRUCTURE OVER FREEWAY ONLY.	20050601	<OTHER>
COSTA MESA	ORA000109	SCAB	405	11.45	11.45	NB HARBOR BLVD (SB ON RAMP TO S. COAST DR.) CAPACITY AND OPERATIONAL IMP. AT I-405 INTERCHANGE WIDENING OF NB HARBOR OFF RAMP AND APPROACH @I405 FROM 3 TO 4 LANES.	20050630	<OTHER>
WESTMINSTER	ORA045	SCAB	405	17.8	0	BOLSA AVENUE (CHESTNUT TO GOLDENWEST) WIDEN BOLSA AVENUE BRIDGE FROM 4 TO 6 LANES.	20101201	<OTHER>
SEAL BEACH	ORA55094	SCAB	405	22.6	23.3	SEAL BEACH BOULEVARD OVERPASS IN THE CITY OF SEAL BEACH WIDENING FROM 4 TO 6 LANES	20031001	<OTHER>
CALTRANS	5242	SCAB	605	0	1.6	I-405 TO LA CO LINE -- ADD ONE HOV LANE IN EACH DIRECTION. THIS PROJECT WILL COMPLETE THE I-605 INTERCOUNTY GAP IN THE HOV SYSTEM IN SO. CALIF. (ITIP PROJECT)	2002	TCM

BASELINE
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ANAHEIM	ORA000110	SCAB	0	0	0	KATELLA AVE SMART ST (HUMOR TO JEAN) Widen frm 4 to 6 Lanes (EB & WB: ADD 2ND LFT, 3RD THROUGH, 1 RT; NB: ADD 1 RT; SB: ADD 2ND LFT) Nutwood @Brookhurst and Euclid(Striping Mod).	20101230	<OTHER>
ANAHEIM	ORA55014	SCAB	0	0	0	TUSTIN AVE, (LA PALMA TO SR-91) WIDEN FROM 4 TO 6 LANES (1500' TOTAL)	20030601	<OTHER>
ANAHEIM	ORA990428	SCAB	0	0	0	HARBOR BLVD (LINCOLN TO BALL) ITS PROJECT SIGNAL COORDINATION FOR 7 SIGNALS AND INTEGRATED WITH SCOOT SYSTEM	20021001	EXEMPT/TRAFFIC SIGNALIZATION
ANAHEIM	ORA990430	SCAB	0	0	0	HARBOR BLVD (BROADWAY TO SOUTH CITY LIMITS) ITS PROJECT SIGNAL COORDINATION INVOLVES 6 CONTROLLER UPGRADES, 1 CCTV, AND SCOOT DETECTORS.	20031230	EXEMPT/TRAFFIC SIGNALIZATION
BUENA PARK	ORA55024	SCAB	0	0	0	VALLEY VIEW ST (LINCOLN TO ARTESIA) WIDEN FROM 6 LANES TO 8 LANES.	20040630	<OTHER>
COSTA MESA	ORA990410	SCAB	0	0	0	HARBOR BLVD @ GISLER AVE. INTERSECTION CHANNELIZATION. ADD 5TH NB LANE ON HARBOR BLVD. AND RT LANE ON GISLER TO NB HAR OR	20041201	EXEMPT/TRAFFIC SIGNALIZATION
COSTA MESA	ORA990429	SCAB	0	0.008	0	COSTA MESA (CITYWIDE) ITS EXPANSION PROJEC. INSTALL FIBER OPTIC CABLES, CCTV CAMERAS, AND TMC HARDWARE AND SOFTWARE FOR EXPANSION	20020830	EXEMPT/TRAFFIC SIGNALIZATION
CYPRESS	ORA990435	SCAB	0	0	0	CYPRESS (CITYWIDE) Signal Timing of Arterial Grid Study and implement new signal timing on a grid network comprised of 96 existing interconnected traffic signals in west county	20040630	EXEMPT/TRAFFIC SIGNALIZATION
CYPRESS	ORA990439	SCAB	0	0	0	KATELLA AVE (@VALLEY VIEW, SIBONEY, KNOTT) AND BALL RD @VALLEY VIEW ST INSTALLATION OF CLOSED CIRCUIT TV AT THE INTERSECTIONS FOR TRAFFIC MONITORING	20040630	EXEMPT/TRAFFIC SIGNALIZATION
CYPRESS	ORA990607	SCAB	0	0	0	KATELLA AT VALLEYVIEW ST. INSTALL 4TH EB LANE ON KATELLA AVE AT VALLEYVIEW. SOUTHSIDE OF KATELLA WEST OF VALLEYVIEW FOR .25 MILES	20031230	<OTHER>
FOUNTAIN VALLEY	ORA000192	SCAB	0	0	0	WARNER AVE@ LOS JARDINES WEST SIGNAL INTERCONNECT	20050630	EXEMPT/TRAFFIC SIGNALIZATION
FOUNTAIN VALLEY	ORA990432	SCAB	0	0	0	WARNER BLVD. VIDEO DETECTION SYST. Install video detection system at traffic signals on the Warner Street intersections.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
GARDEN GROVE	ORA000165	SCAB	0	0	0	HARBOR BLVD. (TRASK AVE. TO WOODBURY STREET) / WIDENING FROM 5 TO 8 DIV LANES. PART OF THE HARBOR BLVD. SMART STREET PROJECT	20040801	<OTHER>

BASELINE
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
GARDEN GROVE	ORA000167	SCAB	0	8.21	8.49	HARBOR BLVD. (WOODBURY TO WESTMINSTER AVE) WIDENING FROM 5 TO 8 DIV LANES. PART OF THE HARBOR BLVD. SMART STREET PROJECT	20040801	<OTHER>
GARDEN GROVE	ORA55031	SCAB	0	0	0	HARBOR BOULEVARD SMART STREET (SR-91 TO I-405) WIDENING FROM 4 TO 6 LANES AND INTERSECTION IMPROVEMENTS.	20081030	<OTHER>
HUNTINGTON BEACH	ORA990403	SCAB	0	0	0	ADAMS @ BROOKHURST INTERSECTION CHANNELIZATION - ADD EAST AND WEST BOUND RIGHT TURN LANES AT THE INTERSECTION	20031231	EXEMPT/TRAFFIC SIGNALIZATION
HUNTINGTON BEACH	ORA990901	SCAB	0	0	0	HUNTINGTON BEACH TO CALTRANS TMC FIBER OPTIC INTERTIE BETWEEN CITY CALTRANS. UPGRADE TRAFFIC SIGNAL CONTROL SYSTEM AND ADD CCTV CAMERAS	20031230	EXEMPT/TRAFFIC SIGNALIZATION
IRVINE	ORA000118	SCAB	0	0	0	SAND CYN RD@ SCRRA TRACKS (BURT ROAD TO LAGUNA CANYON/OAK CANYON) - RAIL ROAD GRADE SEPARATION. WIDENS FROM 4 TO 6 LANES.	20071231	<OTHER>
IRVINE	ORA000169	SCAB	0	0	0	CULVER DR. (CAMPUS DR. TO BONITA CYN) WIDENING FROM 2 LANE UNDIVIDED TO 4 LANE DIVDED FACILITY AND REALIGN.	20040801	<OTHER>
IRVINE	ORA112	SCAB	0	0	0	MOULTON SMART STREET (HARVARD TO LAKE FOREST) WIDEN 4 TO 6 LANES.	20070630	<OTHER>
IRVINE	ORA37075	SCAB	0	0	0	BARRANCA PKWY (RED HILL TO JAMBOREE - ROAD WIDEN FROM 6 TO 8 LANES - PHASE II	20060601	<OTHER>
IRVINE	ORA48	SCAB	0	0	0	JEFFERY RD (IRVINE CENTER DRIVE TO WALNUT) RAILROAD GRADE SEPARATION. FROM 4 TO 6 LANES.	20050630	<OTHER>
IRVINE	ORA990433	SCAB	0	0	0	IRVINE CENTER DRIVE (SAND CANYON TO BAKE PKWY) COORDINATE SIGNALS, UPDATES TIMING, INTERCONNECTS CABLE AND CONDUIT, & CCTVs AT 4 LOCATIONS	20030630	EXEMPT/TRAFFIC SIGNALIZATION
IRVINE	ORA990441	SCAB	0	0	0	IRVINE CENTER DRIVE (HARVARD TO SAND CANYON) SIGNAL COORDINATION REPLACE EQUIPMENT, UPDATE TIMING, CABLE AND CCTV.	20021230	EXEMPT/TRAFFIC SIGNALIZATION
LA HABRA	ORA990431	SCAB	0	0	0	HARBOR BLVD (ARBOLITA DR TO LAS PALMAS DR) INTERCONNECT AND COORDINATE SIGNALS .	20041230	EXEMPT/TRAFFIC SIGNALIZATION
LA PALMA	ORA990437	SCAB	0	0	0	Orangethrope Ave (@ Walker And SR-91 connection between signals and ramp signal. Install new software & hardware for 4 signals.	20020228	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA HILLS	ORA000119	SCAB	0	0	0	ALICIA PRKWY @ I-5. ADD 4TH EB LANE FROM PASEO DE ALICIA TO I-5 SB RAMP	20070630	<OTHER>

BASELINE
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
LAGUNA HILLS	ORA000124	SCAB	0	0	0	MOULTON PKWY (LAKE FOREST to EL PACIFICO) WIDEN FRM 8 TO 9 LNS. N/B FRM 4 TO 4 AND S/B FRM 4 TO 5. WIDEN INTERSECTIONS AND LANDSCAPE	20040630	<OTHER>
LAGUNA HILLS	ORA000125	SCAB	0	0	0	MOULTON PKWY (SANTA MARIA to EL PACIFICO) WIDEN FRM 7 TO 9 LANES. (N/B 3 TO 4 AND S/B 4 TO 5), WIDEN INTERSECTIONS, ADD SIDEWALK AND LANDSCAPING.	20031030	<OTHER>
LAGUNA HILLS	ORA000130	SCAB	0	0	0	LAGUNA HILLS (CITYWIDE) UPGRADE TRAFFIC SIGNAL CONTROL TECHNOLOGY.	20071230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA NIGUEL	ORA000134	SCAB	0	0	0	CROWN VALLEY PKWY@ FORBES RD INTERSECTION WIDENING. ADD DEDICATED WB RT LANE.	20031230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA NIGUEL	ORA000135	SCAB	0	0	0	GOLDEN LANTERN @ CAMINO DEL AVION INTERSECTION WIDENING. ADD DEDICATED SB LT LANE/ WB RT LANE/ AND NB RT LANE.	20041230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA NIGUEL	ORA000136	SCAB	0	0	0	CROWN VALLEY PKWY @ NIGUEL ROAD INTERSECTION WIDENING. ADD DEDICATED NB RT LANE.	20041230	EXEMPT/TRAFFIC SIGNALIZATION
LAKE FOREST	ORA000181	SCAB	0	0	0	EL TORO RD (BRIDGER RD TO TRABUCO RD) TIMING STUDY AND INTERCONNECT SYSTEM. INSTALL HARDWARE AND SIGNAL TIMING.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
LOS ALAMITOS	ORA000182	SCAB	0	0	0	KATELLA AVE SMART STREET (KNOTT TO I-605) WIDEN 6 TO 8 LANES, SIGNAL COORDINATION, AND INTERSECTION IMPROVEMENTS. ADD BUS TURNOUTS AT VARIOUS LOCATIONS.	20090601	<OTHER>
MISSION VIEJO	ORA000163	SCAB	0	0	0	CROWN VALLEY PARKWAY (PUERTA REAL TO CITY LIMITS, NEAR JARDINES) / WIDENING FROM 6 LANE DIVIDED TO 8 LANE DIVIDED	20030630	<OTHER>
MISSION VIEJO	ORA000173	SCAB	0	0	0	LA PAZ RD (MURILANDS BLVD TO CHRISANTA DR) WIDENING FROM 4 TO 6 LANES.	20060630	<OTHER>
MISSION VIEJO	ORA010400	SCAB	0	0	0	ALICIA PARKWAY (CHARLINDA DR TO MUIRLANDS BLVD) WIDEN FROM 6 TO 7 LANES NORTHBOUND	20030630	<OTHER>
MISSION VIEJO	ORA990438	SCAB	0	0	0	MISSION VIEJO (CITYWIDE) Install video detection equipment at various city intersections	20030630	EXEMPT/TRAFFIC SIGNALIZATION
MISSION VIEJO	ORA990902	SCAB	0	0	0	MISSION VIEJO (CITYWIDE) REMOTE TMC AND TRAVLER/PUBLIC INFO ACCESS CENTER. PROVIDES TRAFFIC INFO TO PUBLIC LIBRARIES. EST COMM INTERTIE BETWEEN CITY AND CALTRANS	20030630	TCM
NEWPORT BEACH	ORA990407	SCAB	0	0	0	MacArthur Blvd @ Jamboree Rd. Intersection channelization ADD NB AND SB LEFT TURN LANE 1 N/B RIGHT TURN LANE	20031230	EXEMPT/TRAFFIC SIGNALIZATION

BASELINE
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE COUNTY	ORA37101	SCAB	0	0	0	EL TORO RD (AVE. DE LA CARLOTA TO BRIDGER RD) WIDENING 6 TO 7 LANES TO PROVIDE ADDNL. EASTBOUND LANE.	20040630	<OTHER>
ORANGE COUNTY/EMA	ORA000191	SCAB	0	0	0	KATELLA AVE SMART STREET (100' E/O JEAN TO MAGNOLIA) WIDEN FROM 4 TO 6 LANES. STRIP AND MODIFY CURB LINES AT INTERSECTION. SIGNAL COORDINATION	20060630	<OTHER>
ORANGE, CITY OF	ORA000162	SCAB	0	0	0	CHAPMAN AVE (TUSTIN TO SR-55). WIDEN FROM 4 TO 6 LANES. ADD 2 DEDIC. RT TURN LANES (1@ WB CHAPMAN & 1@NB TUSTIN) PLUS, 2 BUS TURNOUTS (1@NB TUSTIN AND 1@WB CHAPMAN INTERSECTION.)	20050601	<OTHER>
PLACENTIA	ORA000166	SCAB	0	0	0	ORANGETHORPE AVE (MELROSE TO TEMPLE)/WIDENING FROM 4 TO 6 LANES.	20050630	<OTHER>
PLACENTIA	ORA55280	SCAB	0	0	0	GOLDEN AVE @ CARBON CREEK CHANNEL BRIDGE REPLACEMENT. ONE LANE IN EA CH DIRECTION FOR APPROX. 100 FT.	20031230	EXEMPT/TRAFFIC SIGNALIZATION
SAN CLEMENTE	ORA990451	SCAB	0	0	0	MULTI-USE TRAIL IN SAN CLEMENTE CONSTUCTED PARALLEL TO RAILROAD TRACKS. 2.6 MILES LONG.	20050630	TCM
SANTA ANA	1430	SCAB	0	0	0	MOULTON SMART STREET (RICHEY TO REDHILL) RESTRIPE 6 LNS, ADD BIKE LANES, & CONSTRUCT RAISED MEDIAN. ADD RT LANE FOR ON/OFF RAMP @ SR-55. WIDEN INTERSECTION	20060601	<OTHER>
SANTA ANA	ORA000171	SCAB	0	0	0	MEMORY LANE BRIDGE (PACIFIC AVE. TO CITY DRIVE)/WIDENING FROM 4 TO 6 LANES.	20041230	<OTHER>
SANTA ANA	ORA001120	SCAB	0	0	0	ADJACENT TO PATRICIA LANE SCENIC ENHANCEMENTS (6TH ST AND EASTSIDE). AQUIRE ROW FROM CALTRANS AND LANDSCAPE EMPTY LOT TO CREATE PASSIVE PARK. (STATE TEA SHARE)	20030630	EXEMPT/TRAFFIC SIGNALIZATION
SANTA ANA	ORA001121	SCAB	0	0	0	SANTA ANA REG. TRANSP. CENTER. INSTALL ART PANELS ONTO CINDER BLOCK WALLS. (STATE TEA SHARE)	20031030	EXEMPT/TRAFFIC SIGNALIZATION
SANTA ANA	ORA125	SCAB	0	0	0	BRISTOL ST (WARNER TO MEMORY LANE) WIDEN FROM 4 TO 6 LANES (IMPV AT BRISTOL/WARNER (ADD NB/EB/SB THRU LNS; WB RT TRN LN) AND BRISTOL/FIRST (ADD NB/SB THRU LNS; SB LFT/RT/TRN LNS	20070201	<OTHER>
SANTA ANA	ORA55240	SCAB	0	0	0	FAIRVIEW AVE.(CIVIC CENTER TO GARDEN GROVE BLVD) WIDEN FROM 4 TO 6 LANES	20071230	<OTHER>

BASELINE
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
SANTA ANA	ORA990404	SCAB	0	0	0	HARBOR BLVD@WARNER AVE. INTERSECTION (CHANNELIZATION), ADD A W/B THROUGH LANE AND AN E/B RIGHT TURN ONLY LANE ON WARNER AVE	20041230	EXEMPT/TRAFFIC SIGNALIZATION
STANTON	ORA000186	SCAB	0	0	0	KATELLA AVE SMART STREET (MAGNOLIA TO BEACH AND BEACH TO KNOTT) WIDEN FROM 4 TO 6 LANES, BUS TURNOUTS, INTERSECTION WIDENING, CURBLINE/MEDIAN MODIFICATIONS, AND RAISED MEDIANS	20071230	<OTHER>
TUSTIN	ORA55011	SCAB	0	0	0	IRVINE BOULEVARD AT NEWPORT AVENUE. INTERSECTION WIDENING AND MINOR REALIGNMEN. INLCUDES ALTERNATION TO 3 THRU, 2 LEFT, 1 RIGHT ALL LEGS	20031201	EXEMPT/TRAFFIC SIGNALIZATION
TUSTIN	ORA55244	SCAB	0	0	0	TUSTIN RANCH RD (WALNUT AVE TO EDINGER AVE) NEW 6 LANE MAJOR ARTERIAL WITH NEW GRADE SEPARATION AT EDINGER AVE	20030601	EXEMPT/TRAFFIC SIGNALIZATION
WESTMINSTER	ORA000158	SCAB	0	0	0	BOLSA CHICA RD (DUNCANNON TO CHURCHILL) TRAFFIC SIGNAL COORDINATION.	20020330	EXEMPT/TRAFFIC SIGNALIZATION
WESTMINSTER	ORA000159	SCAB	0	0	0	BOLSA AVE (MAGNOLIA TO NEWLAND) TRAFFIC SIGNAL COORDINATION.	20041230	EXEMPT/TRAFFIC SIGNALIZATION
WESTMINSTER	ORA000160	SCAB	0	0	0	BOLSA@EDWARDS ST. TRAFFIC SIGNAL IMPROVEMENTS- INCLUDE PROTECTED LT LANE PHASING AND REMOVAL OF OBSTRUCTIONS FROM MEDIANS.	20041230	EXEMPT/TRAFFIC SIGNALIZATION

BASELINE
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TRANSIT

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
BUENA PARK	ORA55286	SCAB	0	0	0	COMMUTER RAIL STATION (DALE STREET AND MALVERN) IN BUENA PARK. CONSTRUCT NEW RAIL STATION. 308 PARKING SPACES.	20061231	TCM
IRVINE	ORA990802	SCAB	0	0	0	IRVINE AMTRAK STATION BUILD PEDESTRIAN OVERCROSSING AND LANDSCAPING	20030630	TCM
LAGUNA NIGUEL	ORA9530	SCAB	0	0	0	MISSION VIEJO/LAGUNA NIGUEL STATION LOS ANGELES/SAN DIEGO CORRIDOR	20030330	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA000104	SCAB	0	0	0	TRANSITWAY IMPROVEMENTS AT IRVINE TRANSPORTATION CENTER; BUILD 900 SPACE PARKING STRUCTURE, INCLUDING ENVIRONMENTAL, DESIGN AND CONSTRUCTION.	20040601	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA37111	SCAB	0	0	0	CAPITAL MAINTENANCE ON METROLINK SYSTEM. (REHAB. OF TRACK, SIGNAL, COMMUNICATIONS, STRUCTURES, FACILITIES, AND ROLLING STOCK)	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA000800	SCAB	0	0	0	MACARTHUR @ HYLAND- SANTA ANA BUS/MAINT. BASE. CONSTRUCT FACILITY TO ACCOMMODATE 250 BUSES, BUS MAIN. OPERATIONS, FUEL/VACUUM, BRAKE CKS, WASHES,& OTHER MISC. BUS RELATED SERVICES	20050930	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA55285	SCAB	0	0	0	LOSSAN CORRIDOR DOUBLE TRACK ALONG LINCOLN AVENUE (17TH ST. TO ALMOND AVE.)	20031201	<OTHER>
YORBA LINDA	ORA981103	SCAB	0	0	0	IN YORBA LINDA, CONSTRUCT COMMUTER RAIL STATION AND PARK AND RIDE (347 SPACES) NEAR ESPERANZA RD AND NEW RIVER ST	20050630	TCM

TIER 2
ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
CALTRANS	ORA001102	SCAB	0	0	0	LUMP SUMS IN VARIOUS LOCATIONS IN ORANGE COUNTY, SAFETY PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20070630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001103	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, ROADWAY PRESERVATION PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20060630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001104	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, ROADSIDE PRESERVATION PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20060630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001105	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, MOBILITY PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20060630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001106	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, MINOR PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20060630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001107	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, FACILITIES PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20050630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA001108	SCAB	0	0	0	LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, ENVIRONMENTAL IMPROVEMENT PROJECTS (NON CAPACITY TYPE ONLY AND ELIGIBLE FOR ALL FEDERAL AND STATE FUNDS)	20040630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA040607	SCAB	0	0	0	Orange County - Countywide activities: Planning, Programming and Monitoring (PPM)	20090630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020122	SCAB	0	0	0	DEVELOP AND IMPLEMENT COUNTYWIDE RETROFIT SOUNDWALL PROGRAM (LUMP SUM)	20080630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY/EMA	ORA000178	SCAB	1	29.89	32	PACIFIC COAST HWY (GOLDEN WEST TO WARNER AND WARNER TO ANDERSON) IMPROVE DRAINAGE, PAVEMENT SURFACE, AND CURB//GUTTER/SIDEWALK AT VARIOUS LOCATIONS	20070630	EXEMPT/TRAFFIC SIGNALIZATION
SEAL BEACH	ORA000185	SCAB	1	32.72	32.72	PACIFIC COAST HWY@SEAL BEACH BLVD INTERSECTION IMPROVEMENTS. ADD2 LANES, 1 E/B AND1 W/B,1 RETRN N/B PCH ONTO S.B. BLVD. 800FT N/BTO 800 FT S/B. WIDEN TO ACCOM.THU BICYCLE LNES	20030630	<OTHER>

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ORANGE COUNTY
STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020111	SCAB	5	3.4	3.6	I-5 AT AVENIDA PICO SOUTHBOUND OFF RAMP WIDENING FROM 1 TO 2 LANES AND EXTEND THE EXISTING AUX LANE TO CONNECT WITH S/B AUX LANE VISTA HERMOSA ON RAMP	20040630	<OTHER>
CALTRANS	11068	SCAB	5	5.4	5.6	CAMINO DE ESTRELLA TO CALIFORNIA IN DANA POINT, N/B & S/B SOUNDWALL.	20030630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020109	SCAB	5	8.4	8.7	I-5 AT CAMINO CAPISTRANO INTERSECTION IMPROVEMENT. WIDEN S/B OFFRAMP FROM 2 TO 3 LANES AND AUX LANE.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA NIGUEL	ORA000141	SCAB	5	13.78	13.78	CROWN VALLEY AT 1-5 SB OFF RAMP. ADD OPTIONAL RT/LT OFF RAMP LANE (EXTRA TURN LANE AT INTERSECTION) AND AUX LANE	20090630	<OTHER>
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020112	SCAB	5	15.1	16.3	I-5 SOUTHBOUND AT OSO PARKWAY EXIT LANE AND INTERCHANGE IMPROVEMENTS: WIDEN FROM 1 TO 2 LANES AND ADD AN EXIT/STORAGE LANE. SIGHT DISTANCE IMPROV TO N/B ON RAMP. WIDEN NB OFF-RAMP FROM 2 TO 3 LANES.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA HILLS	ORA000122	SCAB	5	16.53	16.53	I-5 @ LA PAZ INTERCHANGE IMPROVEMENTS. EXPAND LA PAZ RD. FROM 4 TO 6 LANES TOTAL. (99-LHILL-GMA-1125)	20070630	<OTHER>
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020108	SCAB	5	26.86	26.86	I-5 AT CULVER DRIVE S/B OFFRAMP WIDENING FROM ONE TO TWO LANES.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
TUSTIN	ORA55262	SCAB	5	29.09	29.09	I-5 @ RED HILL AVE (EL CAMINO REAL & NISSON RD) WIDENING. ADD DEDICATED RIGHT TURN LANE TO FREEWAY ON RAMPS BOTH N/S ADD BIKELANES (97-TUST-RIP-1159)	20030630	EXEMPT/TRAFFIC SIGNALIZATION
ANAHEIM	ORA990904	SCAB	5	34.4	43.5	I-5 (SR-22/SR-57 TO BEACH BLVD)LANDSCAPING IN ANAHEIM, BUENA PARK, ORANGE AND FULLERTON OUTSIDE STATE ROW. IN CONJUNCTION WITH ORA990905 TEA PROJECT	20021230	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA000193	SCAB	22	0	0.65	SR-22/I-405 AND I-405/I-605 INTERCHANGES. DESIGN HOV TO HOV LANE CONNECTORS.	20100630	TCM
CALTRANS	ORA000195	SCAB	22	0.66	13.23	ON SR-22 (I-405 TO SR55) ADD 2 HOV LANES/1 EA DIR (FRM 0 - 2); & 2 AUX LANES/1 EA DIR (FRM 0-2) (I-5 TO BEACH) & OPERATING IMPROVMENTS	20070930	TCM
CALTRANS	ORA020123	SCAB	22	0.66	13.23	SR-22 REPLACMENT PLANTING FOR HOV WIDENING PROJECT	20070630	EXEMPT/TRAFFIC SIGNALIZATION

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
COSTA MESA	ORA000161	SCAB	55	1.5	2.02	NEWPORT BLVD. (SR-55 TO 17TH ST) - WIDENING FROM 6 TO 8 THROUGH LANES. WIDEN 1 LANE N/B FROM 17TH TO 19TH AND 1 LANE S/B FROM 19TH TO ROADWAY	20050601	<OTHER>
COSTA MESA	ORA015	SCAB	55	5.3	5.3	BAKER STREET AND SR-55; N/B & S/B FRONTAGE ROAD IMPROVEMENTS. S/B FREE RIGHT TURN, N/B LEFT-TURN AND 2ND E/ LEFT	20050630	EXEMPT/TRAFFIC SIGNALIZATION
COSTA MESA	ORA016	SCAB	55	5.8	5.8	PAULARINO AVE (SR-55 @ PAULARINO AVE) IN COSTA MESA INTERSECTION IMPROVEMENT. ADDING A N/B RAMP AND W/B RIGHT-TURN-LANE	20050630	EXEMPT/TRAFFIC SIGNALIZATION
COSTA MESA	ORA017	SCAB	55	5.8	5.8	PAULARINO AVE IN COSTA MESA. INTERSECTION IMPROVEMENT ADD S/B RIGHT-TURN LANE.	20050630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE, CITY OF	ORA000146	SCAB	55	16.12	16.12	MEATS AVE @ SR55 INTERCHANGE. CONSTRUCT ON-RAMP/OFF-RAMPS. PART OF SR-55 ENHANCEMENT PROJECTS.(0 TO 2 LANES)	20080630	<OTHER>
BREA	929371	SCAB	57	13.4	20.9	ROUTE 57 TO LAMBERT ROAD IN BREA - INSTALL CLOSED CIRCUIT TELEVISION CAMERAS	20030630	EXEMPT/TRAFFIC SIGNALIZATION
TCA	10254	SCAB	73	9.6	25.45	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/5/01	2015	TCM
CALTRANS	ORA990602	SCAB	74	1.0	2.9	(CALLE ENTRADERO TO ANTONIO PKWY) IN SAN JUAN CAPISTRANO, WIDEN AND REALIGN FROM 2 TO 4 LANES	2010	<OTHER>
ANAHEIM	ORA990601	SCAB	90	12.3	13.8	IN YORBA LINDA AND ANAHEIM, ORANGETHROPE SOUNDWALL IN ANAHEIM SOUNDWALL ALONG RR TRACKS NEAR IMPERIAL HWY/ORANGETHROPE AVE.(DEMO id#215, RELATED TO PROJ.#5620)	20031030	EXEMPT/TRAFFIC SIGNALIZATION
ANAHEIM	ORA990434	SCAB	90	12.4	12.85	Imperial Hwy (La Palma and Nohl Ranch) ITS Project ITS/Signal Coordination	20041030	EXEMPT/TRAFFIC SIGNALIZATION
FULLERTON REDEVELOPMENT AGENCY	ORA000148	SCAB	91	1.23	2.23	AT BROOKHURST & EUCLID RAMP IMPROVMENTS. BRKHRST: FROM SINGLE TO DUAL LT-TURN LANES ON EB/WB OFF RAMPS. ECLD: ADD LT-TURN LANE ON WB AND RT-TURN LANE ON EB OFF RAMPS. RECONSTRUCT	20030630	<OTHER>
ANAHEIM	ORA000114	SCAB	91	5.26	5.26	STATE COLLEGE BLVD. AT SR-91 - INTERCHANGE IMPROVEMENTS. ADD THIRD THROUGH LANE AND SECOND LEFT TURN LANE ON STATE COLLEGE BLVD. ADD EXCLUSIVE RT TURN LANE ON EB/ WB SR91 OFF-RAMPS	20030630	<OTHER>

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STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
CALTRANS	ORA020116	SCAB	91	17.9	18.9	SR-91 LANE DROP RESTORATION-EXTEND EXIST. AUX LANE FROM W/B TO SR-91 TO S/B SR-241 FRM 400 MTRS W OF COAL CANYON RD UNDERCROSSING TO 1000 MTRS E OF COAL CNY RD UNDERCROSSING	20040101	<OTHER>
ORANGE COUNTY	ORA55250	SCAB	133	3	3.3	LAGUNA CANYON ROAD (EL TORO ROAD TO SR-73) ADD 4-LANE ROADWAY	20040630	<OTHER>
CALTRANS	1072U	SCAB	133	4.1	8.1	LAGUNA CANYON RD (SR-73 TO SR-405) IN IRVINE AND LAGUNA BEACH - REALIGN AND WIDEN ROADWAY - WIDEN 2 TO 4 LANES- REALIGN AND DRAINAGE (SEGMENTS 2 & 3)	20030630	<OTHER>
TCA	ORA052	SCAB	241	0	15.9	(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2006; AND 2 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01	2006 (2+2) and 2015 (4+4)	TCM
TCA	ORA051	SCAB	241	13.8	26.5	(FTC-N) TOLL RD (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR; 3 MF EA. DIR BY 2010; 4 MF EA. DIR BY 2015, PLS CLMBNG & AUX LANS PER SCAG/TCA MOU 4/05/01	2010 (3+3) and 2015 (4+4)	TCM
TCA	ORA050	SCAB	241	38.8	12.4	ETC (RTE 241/261/133) TOLL RD (RTE 91TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/05/01.	2015	TCM
IRVINE	ORA55258	SCAB	405	4.7	0	YALE AVENUE: CONSTRUCT NEW 2 LANE OVERCROSSING AT I-405	20061230	<OTHER>
CALTRANS	ORA990603	SCAB	405	5.6	7.6	(MACARTHUR TO CULVER) IN IRVINE, ADD AUX. LN. FROM MACARTHUR ONRAMP THROUGH JAMBOREE BLVD. INTERCHANGE TO CULVER DR OFF RAMP; ADD ONE AUX LANE IN SB DIRECTION. (ITIP PROJECT)	20030331	<OTHER>
COSTA MESA	ORA000111	SCAB	405	10.79	11.45	NEW OFF-RAMP ON I-405 AT SUSAN STREET@ S. COAST DRIVE (REPLACED W/ORA000186, ORA000110, ORA000182, ORA000191. (FROM 0 TO 1.1 ANF)	20040601	<OTHER>
COSTA MESA	ORA020104	SCAB	405	11.45	11.45	COSTA MESA (HARBOR BLVD @ I405) PROVIDE 4TH N/B THRU LANE AND WIDEN N/B AND S/B OFF RAMPS FROM 3 TO 4 LANES.	20041120	<OTHER>
COSTA MESA	ORA020103	SCAB	405	11.8	11.8	COSTA MESA (FAIRVIEW RD @ I-405 INTERCHANGE) ADD 3RD S/B LEFT-TURN LANE AND 3RD S/B I-405 ONRAMP LANE.	20050630	<OTHER>
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020110	SCAB	405	15.21	16.54	I-405 NORTHBOUND AUXILIARY LANE (MAGNOLIA TO BEACH BLVD). ADD ONE AUX. LANE N/B & S/B -- FROM 5 TO 6 LANES IN EACH DIRECTION.	20060630	<OTHER>

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STATE HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
LOS ALAMITOS	ORA55018	SCAB	605	1.4	1.4	KATALLA AVENUE IN LOS ALAMITOS NORTHBOUND I-605 FREEWAY RAMP/INTERSECTION RESTRIPING FROM 1 TO 3 LANES.	20021230	<OTHER>

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
BUENA PARK	ORA990606	SCAB	0	0	0	VALLEYVIEW ST @ ORANGETHROPE AVE INTERSECTION IMPROVEMENT. IMPROVE PAVEMENT AND ADD RT LANE FROM VALLEYVIEW TO ORANGETHROPE FOR 0.1 MILE.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
CALTRANS	ORA981101	SCAB	0	0	0	VARIOUS LOCATIONS (COUNTYWIDE) EMERGENCY REPAIRS (NON CAPACITY TYPE PROJECTS ONLY AND ELIGIBLE FOR ALL FEDERAL OR STATE FUNDS)	20041201	EXEMPT/TRAFFIC SIGNALIZATION
COSTA MESA	ORA040603	SCAB	405	0	0	Fairview Rd/I-405: widen Fairview Rd bridge over I-405 & I-405 SB onramp to provide 3rd SB left turn lane to SB 1-405 (200' south of South Coast Dr - 200' south of I-405 S. onramp)	20060630	NON-FEDERAL/NON-REGIONAL
FULLERTON	ORA02925	SCAB	0	0	0	BNSF RAILWAY LINE (RAYMOND TO PLACENTIA) ALONG SS OF ORANGETHORPE. GRADE SEPARATION/ CORRIDOR IMPROVEMENTS AT 3 ARTERIAL STREETS.	20090630	NON-FEDERAL/NON-REGIONAL
FULLERTON	ORA040602	SCAB	0	0	0	State College Grade Separation: construct a grade separation on State College Blvd at the BNSF RR tracks (Commonwealth Ave to Kimberley Ave).	20050701	EXEMPT/TRAFFIC SIGNALIZATION
HUNTINGTON BEACH	ORA02105	SCAB	0	0	0	HUNTINGTON BEACH ITS INTEGRATION PROJECT - PHASE II	20041230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA HILLS	ORA000121	SCAB	0	0	0	EL TORO@PASEO DE VALENCIA. ADD ONE RIGHT TURN AND ONE LEFT TURN LANE IN EACH DIRECTION.	20050630	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA HILLS	ORA000127	SCAB	0	0	0	PASEO DE VALENCIA (LAGUNA HILLS DR TO EL TORO RD) WIDEN FROM 4 TO 6 LANES.	20060601	<OTHER>
LAGUNA HILLS	ORA000131	SCAB	0	0	0	CONSRUCT NEW OVERPASS ON RIDGE ROUTE DR AT I-5 FROM WEST SIDE OF I-5 TO EAST SIDE OF I-5 ON RIDGE ROUTE (FROM 0 TO 4 LANES).	20070630	<OTHER>
LAGUNA NIGUEL	ORA000132	SCAB	0	0	0	GOLDEN LANTERN SMART STREET (ALOMA TO SARDINA);WIDEN FROM 4 TO 6 LANES.	20060630	<OTHER>
LAGUNA NIGUEL	ORA000138	SCAB	0	0	0	CROWN VALLEY PKWY@GREENFIELD INTERSECTION WIDENING. ADD SB RT LANE, WIDEN SOUTHBOUND FRM 5 TO 6 LNES, FRM GREENFIELD TO 200 FT. NORTH	20060630	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA NIGUEL	ORA000139	SCAB	0	0	0	CROWN VALLEY PKWY@LA PAZ INTERSECTION WIDENING. ADD 2ND NB LT LANE AT CROWN VALLEY PKWY N/B FRM 4 TO 5 LNES. FRM LA PAZ TO 200 FT. NORTH.	20060630	EXEMPT/TRAFFIC SIGNALIZATION

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LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
LAGUNA NIGUEL	ORA000140	SCAB	0	0	0	INTERSECTION WIDENING. CROWN VALLEY PKWY- WEST OF CABOT TO I-5 SB RAMPS. ADD WB THROUGH LANE/ LT AND RT LANES ON CROWN VALLEY PKWY/CABOT AND CORWN VALLEY PKWY/FORBES.	20100630	<OTHER>
LAKE FOREST	ORA040604	SCAB	0	0	0	El Toro Road: Improvements of El Toro Rd from 6 to 8/9 lanes and associated intersections (I-5 to Jutewood Pl/Cornelius Dr)	20050701	
MISSION VIEJO	ORA020115	SCAB	0	0	0	CABOT ROAD BRIDGE TO CAMINO CAPISTRANO	20050630	EXEMPT/TRAFFIC SIGNALIZATION
NEWPORT BEACH	ORA000142	SCAB	0	0	0	JAMBOREE RD @ BISON ST. WIDEN INTERSECTION TO 4 THROUGH LANES IN EACH DIRECTION ON JAMBOREE RD AND ADD ADDITIONAL WB TURN LANE ON ISON	20060601	<OTHER>
NEWPORT BEACH	ORA000143	SCAB	0	0	0	EAST COAST HWY (SEAWARD RD TO EAST CITY LIMITS) ADD CURB AND GUTTER.	20040630	EXEMPT/TRAFFIC SIGNALIZATION
NEWPORT BEACH	ORA040605	SCAB	0	0	0	Newport Beach - Jamboree Rd widening (between Bayview Way & MacArthur Blvd)	20080630	
NEWPORT BEACH	ORA990412	SCAB	0	0	0	JAMBOREE RD @ FORD RD. INTERSECTION IMPROVEMENTS INCLUDING ROADWAY WIDENING FRM 3 TO 4 LNS. TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING MODIFICATIONS, LANDSCAPING	20060630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY	ORA37164	SCAB	0	0	0	EL TORO RD @ ROCKFIELD BLVD INTERSECTION IMPROVEMENTS; ROCKFIELD TO MURILANDS 3 TO 4 LNS IN EA. DIR.; FROM MUIRLANDS TO I-5 (NORTHBND) 3 TO 5 LANES. THE OTHERSIDE IS 3 TO 4 LNS	20041201	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65011	SCAB	0	0	0	PACIFIC ELECTRIC RIGHT OF WAY (LA PALMA TO SANTA ANA) LANDSCAPING AT STREET INTERSECTIONS AND BIKE TRAILS TEA PROJECT	20031230	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE, CITY OF	ORA990452	SCAB	0	0	0	TUSTIN BRANCH RAIL TRAIL (SANTA ANA RIVER TO FAIRHAVEN ST) CONVERT RAILS TO BIKE TRAIL THROUGH VILLA PARK AND ORANGE. CONNECTS 9 MILE TRAIL.	20030228	TCM
PLACENTIA	ORA000147	SCAB	0	0	0	BNSF RWY LINE (PLACENTIA TO IMPERIAL HWY) ALONG SS OF ORANGETHROPE. LOWERING/GRADE SEPARATION PRELIM ENG. WORK INCLUD. TECH STUDIES, PROJ. REPRT & EIR ACROSS NUMEROUS STS.	20090630	EXEMPT/TRAFFIC SIGNALIZATION
PLACENTIA	ORA02926	SCAB	0	0	0	BNSF RAILWAY LINE (KRAEMER BLVD TO KELLOGG DR) ALONG SS OF ORANGETHORPE. INSTALL SUPPLEMENTAL SAFETY MEASURES AT 8 AT-GRADE CROSSINGS (4.4 MILES).	20050630	EXEMPT/TRAFFIC SIGNALIZATION

TIER 2
ORANGE COUNTY
LOCAL HIGHWAYS

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
SANTA ANA	ORA000153	SCAB	0	0	0	SANTA ANA (CITYWIDE) TMC & CITYWIDE TRAFFIC CONTROL SYSTEM. UPGRADE TO NTCIP COMPATI LE.	20081230	EXEMPT/TRAFFIC SIGNALIZATION
SANTA ANA	ORA000154	SCAB	0	0	0	ITS INTEGRATION PROJECT - SANTA ANA; ORANGE; OCTA; AND CALTRANS TMC.	20081230	<OTHER>
SEAL BEACH	ORA000156	SCAB	0	0	0	MARINA DRIVE (N. MARINA DR TO 1ST ST) BRIDGE REPLACEMENT OVER SAN GABRIEL RIVER.	20031201	EXEMPT/TRAFFIC SIGNALIZATION
TUSTIN	ORA000177	SCAB	0	0	0	RED HILL@ EDINGER AVE/RR TRACKS. GRADE SEPARATION.	20070630	EXEMPT/TRAFFIC SIGNALIZATION
TUSTIN	ORA000187	SCAB	0	0	0	IRVINE AVE @ NEWPORT AVE SIGNAL COORDINATION. INSTALL NEW CONTROLLERS AND CABINETS AT 6 INTERSECTIONS. ALSO REPLACE HARDWIRE AND CONDUIT.	20030630	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA55013	SCAB	0	0	0	COUNTYWIDE: ROADWAY REHABILITATION OF MAJOR AND PRIMARY ARTERIALS NON-CAPACITY ADDING IMPROVEMENTS	20070630	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA990906	SCAB	0	0	0	LUMP SUM. TEA FUNDS FOR BICYCLE AND PEDESTRIAN FACILITY PROJECTS THROUGHOUT ORANGE COUNTY.	20091230	TCM
VARIOUS AGENCIES	ORA990907	SCAB	0	0	0	LUMP SUM. TEA FUNDS FOR LANDSCAPING AND OTHER SCENIC IMPROVEMENTS THROUGHOUT ORANGE COUNTY.	20091230	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA990908	SCAB	0	0	0	LUMP SUM. TEA FUNDS FOR WATER RUNOFF CONTROL, MORTALITY REDUCTION HISTORIC PRESERVATION, & BIKE/PED EDUCATION PROGRAMS THROUGHOUT ORANGE COUNTY.	20090630	EXEMPT/TRAFFIC SIGNALIZATION
WESTMINSTER	ORA151	SCAB	0	0	0	BOLSA CHICA RD (DUNCANNON TO ROUTE 405). WIDEN FROM 4 TO 6 LANES.	20100601	<OTHER>
YORBA LINDA	ORA040606	SCAB	0	0	0	Yorba Linda - Weir Canyon Rd widening add 1 NB Lane (from SR91 to La Palma).	20050301	

TIER 2
ORANGE COUNTY
TRANSIT

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ANAHEIM	ORA010202	SCAB	0	0	0	PURCHASE (10) 22 FOOT ELECTRIC BUSES FOR ANAHEIM RESORT AREA AND MISC. SUPPORT EQUIPMENT.	20030630	TCM
BREA	ORA020502	SCAB	0	0	0	(2) Transit Vehicles, Misc. Bus and Equipment	20021101	EXEMPT/TRAFFIC SIGNALIZATION
FULLERTON	ORA020113	SCAB	0	0	0	FULLERTON TRAIN STATION - PARKING STRUCTURE, PHASE I AND II. TOTAL OF 670 SPACES.	20040630	TCM
LA HABRA	ORA990420	SCAB	0	0	0	Bus Stop Amenities. Install non-advertising custom bus shelters	20021230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA BEACH	ORA198	SCAB	0	0	0	PURCHASE OF SHOP, GARAGE AND MISCELLANEOUS EQUIPMENT (6 BUSES, AND 3 ELECTRIC TROLLEY CARS)	20050101	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA BEACH	ORA199	SCAB	0	0	0	OPERATING ASSISTANCE	20050101	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA BEACH	ORA201	SCAB	0	0	0	REPLACEMENT BUSES -6	20041230	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA BEACH	ORA203	SCAB	0	0	0	BUS BENCHES AND SIGNS	20060101	EXEMPT/TRAFFIC SIGNALIZATION
LAGUNA BEACH	ORA55022	SCAB	0	0	0	REPLACEMENT CLEAN AIRAND FESTIVAL TROLLIES	20040101	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020105	SCAB	0	0	0	HYBRID ELECTRIC URBAN 40 FT BUSES (10) EXPANSION	20040630	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020106	SCAB	0	0	0	PREVENTATIVE MAINTENANCE	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020107	SCAB	0	0	0	60 FT ARTICULATED BUSES (20)	20040630	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020114	SCAB	0	0	0	WEST ORANGE COUNTY TRANSIT GUIDEWAY - BUS RAPID TRANSIT	20070630	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020118	SCAB	0	0	0	PURCHASE REPLACEMENT PARATRANSIT VANS (394) - (126) in FY02/03, (25) in FY03/04, (39) in FY04/05, (58) in FY05/06, (78) in FY06/07 and (68) in FY07/08.	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA020120	SCAB	0	0	0	FIXED ROUTE OPERATING COSTS	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA021202	SCAB	0	0	0	BUS OPERATING ASSISTANCE FTA9 - FOR PARATRANSIT - MISSION VIEJO - UZA	20080630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA021203	SCAB	0	0	0	PREVENTATIVE MAINTENANCE (MISSION VIEJO)	20080630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA021204	SCAB	0	0	0	'1%' TRANSIT ENHANCEMENTS BUS STOP ADA IMPROVEMENTS COUNTYWIDE (MISSION VIEJO)	20080630	EXEMPT/TRAFFIC SIGNALIZATION

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA174	SCAB	0	0	0	BUS OPERATING ASSISTANCE FTA9 -- FOR PARATRANSIT	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA177	SCAB	0	0	0	REPLACE SUPPORT VEHICLES AND EQUIPMENT.	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA194	SCAB	0	0	0	CENTRAL ORANGE COUNTY FIXED GUIDEWY (CENTERLINE) FOR CONSTRUCTION FROM JOHN WAYNE AIRPORT TO SANTA ANA TRANSPORTATION CENTER PLUS LINK TO SANTA ANA COLLEGE	20101231	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA194B	SCAB	0	0	0	INTRACOUNTY RAIL SERVICE - METROLINK FULLERTON STATION TO LAGUNA NIGUEL STATION (28 MI.) ON 30-MIN. HEADWAYS 5AM TO MIDNIGHT (TCM1 REPLACEMENT FOR CENTERLINE)	20101231	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA194C	SCAB	0	0	0	UPGRADED BUS SERVICES - JOHN WAYNE AIRPORT, UC IRVINE, IRVINE TRANSPORTATION CENTER - 402 NEW WEEKDAY BUS TRIPS (TCM1 REPLACEMENT FOR CENTERLINE)	20101231	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA37115	SCAB	0	0	0	OPERATING ASSISTANCE FOR COMMUTER RAIL	20080630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA37122	SCAB	0	0	0	VEHICLE MODIFICATIONS/MISC. BUS AND FACILITY EQUIPMENT	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA55134	SCAB	0	0	0	FACILITY MODIFICATIONS FOR BUS TRANSIT	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA65002	SCAB	0	0	0	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER INFO, AND MARKETING. (ORANGE COUNTY PORTION).	20050630	TCM
ORANGE COUNTY TRANS AUTHORITY (OCTA)	ORA981102	SCAB	0	0	0	'1%' TRANSIT ENHANCEMENTS BUS STOP ADA IMPROVEMENTS COUNTYWIDE	20050630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA020119	SCAB	0	0	0	PURCHASE PARATRANSIT VEHICLES EXPANSION (30) - (14) IN FY02/03; (4) IN FY 03/04; (5) IN FY 05/06 , (5) IN FY 06/07 AND (2) IN FY07/08.	20070630	TCM
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA020121	SCAB	0	0	0	PURCHASE STANDARD 40 FT REPLACEMENT LNG BUSES (23)	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA187	SCAB	0	0	0	DEBT SERVICE FOR 1990 AND 1993 COPS FUNDING OF CAPITAL PROJECTS	20080630	EXEMPT/TRAFFIC SIGNALIZATION

TIER 2
ORANGE COUNTY
TRANSIT

LEAD AGENCY	PROJECT ID	AIR BASIN	ROUTE	PMB	PMA	DESCRIPTION	COMPLETION DATE	CONFORMITY CATEGORY
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA1870	SCAB	0	0	0	PURCHASE STANDARD 40FT REPLACEMENT BUSES - ALTERNATIVE FUEL (222) - (45) IN FY04/05, (60) IN FY05/06, (52) IN FY06/07 AND (65) IN FY07/08.	20070630	EXEMPT/TRAFFIC SIGNALIZATION
ORANGE COUNTY TRANSIT DISTRICT (OCTD)	ORA55241	SCAB	0	0	0	PURCHASE (17) STANDARD 40FT EXPANSION ALTERNATIVE FUEL BUSES - (3) IN FY05/06 AND (14) IN FY06/07.	20090630	TCM
VARIOUS AGENCIES	ORA020125	SCAB	0	0	0	(5) EXPANSION MINIVANS WITH RADIOS, (5) EXPANSION MODIFIED VANS WITH RADIOS, (1) RADIO BASE STATION, (1) SET OF SERVER AND SOFTWARE.	20030630	TCM
VARIOUS AGENCIES	ORA020126	SCAB	0	0	0	(2) REPLACEMENT LARGE BUSES (CITY OF LA HABRA - PROVIDE SERVICES TO SENIOR CITIZENS AND DISABLED PERSONS)	20030630	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA020127	SCAB	0	0	0	(1) REPLACEMENT MINIVAN AND (3) EXPANSION MINIVANS - VANTAGE FOUNDTATION - PROVIDE SERVICES TO SENIOR CITIZENS AND DISA LED PERSONS.	20030630	EXEMPT/TRAFFIC SIGNALIZATION
VARIOUS AGENCIES	ORA030301	SCAB	0	0	0	(1) EXPANSION MINIVAN - A.S. FOUNDATION - PROVIDE SERVICES TO SENIORS AND DISABLED PERSONS.	20041231	TCM
VARIOUS AGENCIES	ORA030302	SCAB	0	0	0	(9) EXPANSION MEDIUM BUSES (TYPE II) AND (11) MOBILE RADIOS - ORANGE COUNTY ARC - PROVIDE SERVICES TO SENIORS AND DISABLED PERSONS.	20041231	TCM

2004 RTP - Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Completion Year	RTP ID
LA	TDM	Non-motorized	Countywide		Bikeway and Pedestrian Improvements, Transportation Enhancements	$513,300,000		2030	1NL04
LA	TDM	TDM	Countywide		Transportation Demand Management	$186,600,000		2030	1TDL04
LA	TDM	Rideshare	Countywide		Rideshare Services	$114,300,000		2030	1RL04
LA	ITS	ITS	Countywide		Signal Synchronization & Bus Speed Improvement	$676,500,000		2030	1ITS04
LA	Transit	Metrolink Commuter Rail	Countywide		Service Expansion	$388,000,000		2030	1CR04
LA	Transit	Countywide Bus System Improvement	Countywide		Countywide Bus System Improvement	$2,197,000,000		2030	1TL104
LA	Transit	Transit Capital Project Funding	Countywide		Transit Capital Project Funding	$293,000,000		2030	1TL204
LA	Transit	Tiered Transit System	Countywide		Implementation		TBD	2030	1TL304
LA	Transit	Community Transit Service	Countywide		Community Transit Service (shuttles, local circulators)		TBD	2030	1TL404
LA	Transit	Green Line Extension	Mariposa@Nash to Century@Sepulveda (LAX Term.)		Light Rail		$168,000,000	2020	1TR0101
LA	Transit	Crenshaw Corridor			Transit Corridor (technology TBD)	$201,000,000		2008	1TR0102
LA	Transit	Gold Line Extension	Pasadena	Claremont	Light Rail	$595,000,000		2012	UT103
LA	Transit	Metro Center Connector	Blue Line/Exposition Line	Gold Line	Downtown Light Rail Connector	$126,000,000		2012	1TR0404
LA	Transit	Red Line Extension	Western Ave	Fairfax Ave	Subway	$710,000,000		2012	UT101
LA	Corridor	El Camino Real (US-101) Corridor	SR-23 in Ventura County	SR-134/SR-170	User-Fee-Backed Capacity Enhancement	$329,000,000	$4,100,000,000	2030	1T0401
LA					**Total Los Angeles County**	**$12,044,600,000**	**$4,838,400,000**		
OR	Arterial	Arterial Improvements	Countywide		Smart Street and Other Improvements - refer to separate Arterials project list	$326,600,000	$687,600,000	2030	2AL04
OR	Arterial	Arterial Improvements	Countywide		Measure M Regional/Local Projects & MOE	$355,700,000	$276,800,000	2011	2L183
OR	Arterial	Arterial Improvements	Countywide		Regional Surface Transportation Program Projects - Capital and Maintenance Streets and Roads Projects	$661,000,000		2030	2L184
OR	Arterial	Arterial Improvements	Countywide		TCRP Subventions and Proposition 42 City/County Funding		$781,000,000	2030	2L185
OR	Arterial	Arterial Improvements	Countywide		Gas Tax Subventions for Street Projects/Maintenance (With projects, represents 100% of anticipated subventions for local jurisdictions)		$1,360,000,000	2030	2L186
OR	Grade Crossing	Grade Crossing	Countywide		Grade Crossing Improvements - refer to separate Grade Crossings project list	$318,400,000		2020	2GL04
OR	Toll	SR-91/SR-241			Add direct toll-to-toll or HOV connection from north/south SR-241 to SR-91 toll lanes to/from the east		$65,000,000	2015	2T01135
OR	Toll	SR-91	SR-241	SR-71	Add toll lane and toll connection at SR-71 (RIV) (per Four Corners Study)		$160,000,000	2020	2T04136

2004 RTP - Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Completion Year	RTP ID
OR	HOV	I-5 NB/SB	Coast Highway	Pico	Add 1 HOV lane each direction	$70,000,000		2020	2H01143
OR	HOV	SR-22/I-405			HOV Connector	$75,000,000		2020	ORA000193
OR	HOV	I-405/I-605			HOV Connector	$105,000,000		2020	2H01145
OR	HOV	I-405	at Von Karman		HOV Drop Ramp	$50,000,000		2020	2H01148
OR	Mixed Flow	SR-57 NB	Orangethorpe	Lambert	MF or Aux Capacity	$77,000,000		2010	2M01117
OR	Mixed Flow	SR-57 NB	at SR-91		Add 4th through lane	$1,000,000		2010	2M01118
OR	Mixed Flow	SR-91 EB/WB	SR-55	Riverside County Line	Add 1 MF lane each direction	$250,000,000		2010	2M04121
OR	Mixed Flow	I-405	SR-73	Beach	Add 1 MF lane each direction	$130,000,000		2030	2M04132A
OR	Mixed Flow	Chokepoints	Countywide	Countywide	Other Chokepoints	$69,200,000		ongoing to 2030	2L133
OR	Mixed Flow	SR-91 EB/WB	Truck scales	Imperial	Add storage lane at truck weigh in motion station	$8,000,000		2007	2M01124
OR	Auxiliary	I-5 SB	La Paz Road	Oso Parkway	Extend auxiliary lane through interchange	$1,500,000		2030	2M01108
OR	Auxiliary	I-5 SB	Alicia Parkway		Extend auxiliary lane through interchange	$5,000,000		2030	2M01110
OR	Auxiliary	SR-55	17th / 4th / I-5 area		Add southbound auxiliary lane from SR-22 to I-5 to address lane drop/merge issues	$10,000,000		2010	2M04114
OR	Auxiliary	SR-55 SB	Dyer	MacArthur	Auxiliary lane	$1,300,000		2010	2M04115
OR	Auxiliary	SR-57 NB	Katella on-ramp	Lincoln off-ramp	Auxiliary lane, full standard median	$18,100,000		2020	2M01119
OR	Auxiliary	SR-57 SB	Ball off ramp	Katella on ramp	Add auxiliary lane	$75,000,000		2030	2M01120
OR	Auxiliary	SR-91 WB	SR-71	SR-241	Add auxiliary lane	$10,000,000		2010	2M01122
OR	Auxiliary	SR-91 EB	SR-241	SR-71	Add auxiliary lane EB which drops at Green River, another extends to SR-71	$36,000,000		2007	2M01123
OR	Auxiliary	SR-91 WB	NB SR-55	WB SR-91 at Tustin	Add auxiliary lane	$35,000,000		2010	2M01125
OR	Auxiliary	SR-91 WB	SR-57	I-5 (WB Only)	Add auxiliary lane	$20,000,000		2010	2M01126

2004 RTP - Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Completion Year	RTP ID
OR	Auxiliary	I-405 NB	SR-133	Sand Canyon	Widen NB I-405 SR-133 to Sand Canyon, add aux lane	$2,100,000		2004	2M0423
OR	Auxiliary	I-405 SB	Irvine Center Drive	Irvine Center Drive	Add 2nd auxiliary lane	$1,300,000		2010	2M04130
OR	Auxiliary	I-405 NB	Jeffrey	Culver	Add auxiliary lane	$3,100,000		2010	2M04131
OR	Auxiliary	I-405 NB	Sand Canyon	Culver	Tie auxiliary lanes together	$2,500,000		2030	2M01132
OR	Auxiliary	I-405 SB	Beach	I-605	Continuous auxiliary lane, operational improvements	$75,000,000		2030	2M04132B
OR	IC/Ramps	I-5 NB/SB	La Paz Road		Re-construct interchange to increase storage capacity of ramps	$29,400,000		2010	2M01109
OR	IC/Ramps	I-5	Stonehill Dr		Add southbound I-5 off-ramp at Stonehill	$7,000,000		2020	2M04109A
OR	IC/Ramps	I-5 NB/SB	Avery Parkway		Avery parkway ramp relocation, reconfiguration, upgrades	$13,900,000		2010	2M01111
OR	IC/Ramps	I-5 NB/SB	Jamboree Road		Provide two lanes off and widen terminal section of off-ramp, modify NB ramp	$6,000,000		2010	2M01112
OR	IC/Ramps	I-5 NB/SB	I-5/SR-74 Separation		Rebuild interchange including widening of SR-74 overcrossing	$50,000,000		2010	2M01113
OR	IC/Ramps	I-5 SB	1st and SR-55		Reconfigure to reduce weaving - interim project	$50,000,000		2020	2M01107
OR	IC/Ramps	SR-91	Fairmont Drive		Add intermediate access to 91 Express Lanes at Fairmont Drive to/from the east	$70,000,000		2010	2T04128
OR	IC/Ramps	SR-91	Lakeview Interchange		Construct barrier-separated on-ramp (2 lanes) from SB Lakeview to WB SR-91	$15,000,000		2010	2M01127
OR	IC/Ramps	I-405/SR-55	South Bristol Braid		Delete left turn access from NB Bristol to SB I-405. Provide right turn on-ramp from NB Bristol to SB I-405 via a new braid that also provides direct access to NB SR-55.		$40,000,000	2020	2M01129
OR	O&M	State Highway and Arterial Preservation	Countywide		State Highway and Arterial Preservation/Maintenance	$760,000,000		ongoing to 2030	2PL04
OR	Other	Motorist Services	Countywide		Freeway Service Patrol and Callbox Program	$150,800,000		2030	2L149
OR	Other	Soundwalls	Countywide		Retrofit Soundwall Program	$87,000,000		2030	2L150
OR	Other	Project Development	Countywide		Project Development	$84,000,000		2030	2L222
OR	Other	Other TEA	Countywide		Transportation Enhancement Activities	$45,200,000		2030	2L224
OR	Other	Cal Nevada HS Rail	Anaheim	Ontario Airport	Study feasibility of adding high speed rail between Anaheim and Ontario Airport		TBD		2S1
OR	Other	SR-57/Santa Ana River Corridor	SR-22/SR-57/I-5	I-405	Regionally Significant Transportation Investment Study (RSTIS)	$1,007,000			2S2
OR	Other	SR-91	Orange County	Riverside County	Regionally Significant Transportation Investment Study (RSTIS)	$2,250,000			2S3
OR	Other	I-405			Regionally Significant Transportation Investment Study (RSTIS)	$1,150,000			2S4
OR	Other	I-5 South			Regionally Significant Transportation Investment Study (RSTIS)	$1,500,000		2006	2S5

2004 RTP - Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding (2)	Private/Other Funding (2)	Completion Year	RTP ID
OR	Other	Other Studies			Other studies included in FY 03-04 Work Program	$2,690,000			2SL04
OR	TDM	Rideshare	Countywide		Regional Rideshare - Invest in transportation demand management programs	$27,000,000		2030	2L219
OR	TDM	Non-motorized	Countywide		Build the Commuter Bikeways Strategic Plan	$115,000,000		ongoing to 2030	2L220
OR	ITS	ITS	Countywide		Invest in Intelligent Transportation Systems Programs	$29,000,000		2030	2L221
OR	Transit	Fixed Route Bus	Countywide		Countywide Fixed Route, Express, Rail Feeder, Rapid Bus. Expand local service to achieve 10-minute headways in the core of the county. Expand to 2.5 million annual vsh by 2030.	$1,892,800,000		2030	2L206
OR	Transit	Express Bus	Countywide (inter-county and intra-county)		Industry to Anaheim Resort (04); 4 rtes btwn OR to RV Co (03); Rancho Santa Margarita to Irvine Transp Ctr (10); Long Beach to South Coast Metro (04); San Clemente to South Coast Metro (04); Long Beach to Orange (07); Laguna Hills to Anaheim (04); Other	costs included in Fixed Route Bus category		2030	2L207
OR	Transit	Rail Feeder Bus	Countywide		Rail Feeder - Add StationLink service to an estimate 40,000 annual vsh	costs included in Fixed Route Bus category		2030	2L208
OR	Transit	Bus Rapid Transit	Countywide		Add Bus Rapid Transit in mixed traffic with signal priority on the following lines: Harbor ('07), Westminster ('09), Katella ('13), Edinger ('17), Beach ('11), La Palma ('15)	costs included in Fixed Route Bus category		2030	2TR01209A, 2TR04209B, 2TR01209C, 2TR04209D, 2TR04209E, 2TR04209F
OR	Transit	Elderly & Handicapped Assistance	Countywide		Paratransit - Expand specialized transit to meet ADA mandates - estimated from .400 million to .700 million annual vsh. Includes paratransit bus base ($12 million)	$274,580,000		2030	2L210
OR	Transit	Elderly & Handicapped Assistance	Countywide		Senior Mobility Program - Provide community based senior transportation services	$68,000,000	$25,500,000	2030	2L210A
OR	Transit	Bus Stops	Countywide		Bus Stop Accessbility Program - Invest in making bus stops accessible for people with disabilities	$10,000,000		2011	2L211
OR	Transit	Metrolink Commuter Rail	Orange Line/IEOC Line/91 Line		Expand service - Orange Line to 30 daily trains, IEOC to 21 daily trains, 91 line to 21 daily trains. Plan for midday intracounty service Laguna Niguel to Fullerton.	$266,300,000		2030	2TR01212

2004 RTP - Plan Projects

CO	Category	Route/Program	From	To	Description	Public Funding ($)	Private/Other Funding ($)	Completion Year	RTP ID
OR	Transit	Track La Mirada Basta	La Mirada		DT Junction to La Mirada Triple Track	cost included in Metrolink Commuter Rail category		2004	2TR01212
OR	Transit	Metrolink Commuter Rail	Anaheim Stadium		Parking Structures and Platform Extensions - Metrolink Station		$73,200,000	TBD	2TR04217
OR	Transit	CenterLine Light Rail			Funding Reserve for Extensions (Extend CenterLine north to Fullerton or west along PE ROW) + Santa Ana College Link	$770,000,000		2030	2TR04218
OR	Transit	Transit Center			Construct Intermodal Center at the Metrolink station in Santa Ana (CenterLine station)	$50,000,000		2020	2TR04223
OR	Truck Climbing	SR-57 NB	Lambert	Tonner Canyon Road	Truck Climbing Lane	$68,300,000		2010	2TK01116
OR					Total Orange County	$7,740,677,000	$3,469,100,000		
RV	Arterial	Arterial Improvements	Coachella Valley		Widen/construct regional arterials	$628,000,000		2030	3AL104
RV	Arterial	Arterial Improvements	Western County		Widen/construct regional arterials	$300,000,000		2030	3AL204
RV	Arterial	Arterial Improvements	Countywide		Countywide arterial improvements - refer to separate Arterials project list	$1,971,000,000	$962,000,000	2030	3AL304
RV	Grade Crossing	Grade Crossing	Countywide		Grade Crossing Improvements - refer to separate Grade Crossing projects list	$672,995,000		2030	3GL04
RV	Corridor	CETAP - Cajalco/Ramona	Hemet	Corona/Lake Elsinore	Cajalco/Ramona expressway (3 lanes each dir) from Sanderson Ave to I-15	$466,000,000		2010	3C01MA01
RV	Corridor	CETAP - Moreno Valley to San Bernardino County	Moreno Valley	San Bernardino County	Construct new intercounty transporation corridor	$181,000,000	$1,051,000,000	2030	3C01MA02
RV	Corridor	CETAP - Riverside County to Orange County	Riverside County	Orange County	Construct new intercounty transporation corridor	$402,000,000	$2,348,000,000	2030	3C01MA03
RV	Corridor	CETAP - Temecula Corridor	Winchester (SR-79/SR-74)	Temecula	On I-15, widen to 1 HOV & 6 MF each dir from I-215 to Winchester, 1 HOV & 5 MF each dir from Winchester to San Diego County Line; on I-215, widen to 1 HOV & 4 MF each dir from Newport Rd to I-15; improve I-15/I-215 interchange	$150,000,000		2030	3C01MA04
RV	HOV	SR-60/I-215	SR60/I-215 E. Jct	East to SR-60 and South to I-215	HOV Connector	$40,000,000		2025	3H01SH03
RV	HOV	I-15	San Diego County Line (R0.0)	SR-60 (51.5)	Add 1 HOV lane each direction (EA's 33790G, 33800G)	$359,000,000		2025	3M01MA06
RV	HOV	SR-91/I-15	South to West/West to South		HOV Connector	$243,000,000		2025	3M04MA11

2004 RTP - Arterial Projects

CO	Route/Corridor	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Potential Completion Year	City/Agency	RTP ID
LA	Avenue N	At Amargosa Creek		Construct new bridge	$6,000,000		2009	Palmdale	1A04NLA19
LA	Avenue O	At Amargosa Creek		Widen bridge	$4,000,000		2007	Palmdale	1A04NLA20
LA	Avenue P/Rancho Vista Blvd	Avenue N	50th St E	Widen to 4 lanes each dir	$49,000,000		2025	Palmdale	1A98NLA21*
LA	Avenue S/Ritter Ranch Rd	Tierra Subida	Elizabeth Lake Rd	Widen to 3 lanes each dir	$89,000,000		2025	Palmdale	1A98NLA22
LA	Avenue S	SR-138	Tierra Subida	Widen to 3 lanes each dir (note: RTIP#LA960134 widens to 3 lanes each dir from SR-14 to Downing)	$60,000,000		2025	Palmdale	1A98NLA23
LA	Palmdale Blvd	At Little Rock Wash		Construct new bridge	$20,000,000		2025	Palmdale	1A04NLA24
LA	Palmdale Blvd	SR-14	10th St W	Widen to 4 lanes each dir	$4,000,000		2025	Palmdale	1A98NLA25*
LA	Pearblossom Hwy	SR-14	SR-138	Widen to 3 lanes each dir	$12,000,000		2020	Palmdale	1A01NLA26*
LA	Railroad ROW Acquisition along Rte. 126	I-5	Ventura County Line	Arterial	$24,000,000		2025	LA County	1A98NLA27
LA	Sierra Highway	Avenue P	Avenue M	Widen to 4 lanes each dir	$27,000,000		2015	Palmdale	1A98NLA28*
LA	Sierra Highway	Pearblossom Highway	Avenue P	Widen to 4 lanes each dir	$25,000,000		2025	Palmdale	1A98NLA29*
LA	Gateway Cities Goods Movement Network	100 Intersections AT 220/Int.		Arterial	$43,000,000			Gateway Cities COG	1A98GC13
LA	10th St E	Ave Q-10	10th St E	Pedestrian overcrossing at multi-modal center	$3,000,000		2006	Palmdale	1OT04NLA1
LA	37th St E	At UPRR		Pedestrian overcrossing	$1,500,000		2007	Palmdale	1OT04NLA2
LA	B Street Rail Realignment			Rail realignment along Harry Bridges new alignment	$5,000,000		2006	Port of Los Angeles	1OT04LA1
LA	West Basin Rail Yard Expansion			Expand rail yard	$20,000,000		2008	Port of Los Angeles	1OT04LA2
OR	17th Street	Newport Blvd	Irvine Blvd	Intersection Improvements		$2,200,000	2003	Costa Mesa	2A04152*
OR	Adams Avenue	Beach Blvd	Harbor Blvd	Smart Street Improvements	$7,200,000	$14,300,000	2025		2A01153*
OR	Alton Parkway	Irvine Blvd	Commercentre Drive	Alton Extension		$14,000,000	2004	County	2A04154*
OR	Bolsa Avenue/First Street	Bolsa Chica	I-5	Smart Street Improvements	$20,800,000	$41,700,000	2020		2A01156*
OR	Brookhurst Street	La Palma	EB SR-91	Upgrade from secondary to major	$8,000,000		2005	Anaheim	2A0444*
OR	I-405 at Bolsa Chica	Overcrossing	Overcrossing	Widen overcrossing to accommodate future Valley View Smart Street traffic		$3,000,000	2005		2A04157*
OR	Bristol Street	Baker	I-405	Widen to provide 7 lanes (4 NB)		$2,700,000	2012	Costa Mesa	2A04158*
OR	Cabot Road Bridge	Cabot Rd	Camino Capistranto	Construct Cabot Road bridge to Camino Capistrano		$7,000,000	2005	Laguna Niguel	2A04159*
OR	Crown Valley Parkway	Pacific Coast Highway	Foothill Transportation Corridor	Smart Street Improvements	$18,300,000	$36,700,000	2020		2A01160*

2004 RTP - Arterial Projects

CO	Route/Corridor	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Potential Completion Year	City/Agency	RTP ID
OR	Edwards Street			Widen overcrossing at I-405 from 2 to 4 lanes		$2,500,000	2008	Westminster	2A04161*
OR	El Toro Road	Laguna Canyon Road	Foothill Transportation Corridor	Smart Street Improvements	$18,300,000	$36,700,000	2020		2A01162*
OR	El Toro Road	Aliso Creek Rd	Canyon Hills Dr	Add 3rd lane SB	$700,000		2004	Laguna Woods	2A04162B*
OR	El Toro Road	El Toro Road/Paseo de Valencia	I-5	Increase left turn capacity of NE bound El Toro Rd to Paseo de Valencia and add 2nd left turn lane at intersection	$800,000		2004	Laguna Woods	2A01162A*
OR	Goldenwest	At I-405		Widen Overcrossing		$3,500,000	2004	Westminster	2A04163*
OR	Harbor Blvd	I-5	I-405	Smart Street Widening from 4 to 6 lanes, operational improvements		$6,000,000	2020	Garden Grove	2A01164*
OR	Harbor Blvd	Imperial Hwy	SR-55	Gap Closure Smart Street Improvements	$19,600,000	$39,100,000	2020		2A01165*
OR	Irvine Blvd/ Trabuco Road	El Toro Road	SR-55	Smart Street Improvements	$22,500,000	$45,000,000	2020		2A01166*
OR	Jamboree Road	Irvine Boulevard	SR-73	Smart Street Improvements	$12,800,000	$25,700,000	2020		2A01167*
OR	Katella Avenue	Humor	9th	Smart Street Improvements	$6,400,000		2006		2A0468*
OR	Katella Avenue	I-605	SR-55	Balance of Smart Street improvements (not already in RTIP)	$8,300,000	$16,600,000	2020		2A01168*
OR	Laguna Canyon Road (SR-133)	Pacific Coast Highway	I-405	Smart Street Improvements	$13,300,000	$26,700,000	2020		2A01169*
OR	La Paz Road	Cabot	Pradera Drive	Upgrade from primary to major	$7,500,000	$7,500,000	2015		2A04170*
OR	Lincoln Avenue	State College	Sunkist	Widen from 4 to 6 lanes	$600,000	$600,000			2A04171*
OR	Moulton Parkway	Main Street	PCH	Edinger, Moulton, Street of Golden Lantern - Balance of Smart Street Improvements	$23,600,000	$47,200,000	2020	Santa Ana	2A01172*
OR	Moulton Parkway	Via Campo Verde	Santa Maria	Add dual left turn lanes on El Toro at Moulton Pkwy, add bike lanes and sidewalks	$6,000,000		2005	Laguna Woods	2A04172A*
OR	Newland Street	Newland/I-405	Newland/I-405	Widen Newland Overcrossing		$4,000,000	2004		2A04173*
OR	Newport Blvd	19th St	17th Street	Widen to 8 lanes		$5,100,000	2010	Costa Mesa	2A04174*
OR	Newport Blvd	19th Street	Finley	Smart Street Improvements	$3,300,000	$6,700,000	2020		2A01175*
OR	Newport Avenue	Current terminus	Edinger	Phase II Newport Avenue extension to Edinger incluldng railroad underpass and widening Newport Avenue (3 lane each direction) from Tustin Grove Dr. to Myrtle Avenue	$200,000	$26,500,000	2005	Tustin	2A04176*
OR	Orangethorpe Avenue	Beach Blvd	Imperial Hwy	Smart Street Improvements	$22,800,000	$45,700,000	2020		2A01177*
OR	Pacific Coast Hwy	San Juan Creek	Warner	Smart Street Improvements	$49,800,000	$99,700,000	2020		2A01178*
OR	State College	SR-91	Imperial Hwy	Smart Street Improvements	$7,500,000	$15,000,000	2020		2A04179A*

2004 RTP - Arterial Projects

CO	Route/Corridor	From	To	Description	Public Funding (02$)	Private/Other Funding (02$)	Potential Completion Year	City/Agency	RTP ID
OR	Tustin Ave/Rose Drive	SR-91	Imperial Hwy	Smart Street Improvements	$7,000,000	$14,000,000	2020		2A01180*
OR	Valencia North Loop Rd and Armstrong Avenue within MCAS Tustin	Valencia North Loop Rd to Redhill Ave to Tustin Ranch Rd, Armstrong Ave from Barranca Pkwy to Valencia North Loop Rd, and West Connector from Valencia North Loop Rd to Edinger Ave		Construct 4-lane roads, utilities for development of former MCAS Tustin		$27,500,000	2020	Tustin	2A04180A1 THRU 3*
OR	Valley View	SR-22	SR-91	Smart Street Improvements	$16,000,000	$34,000,000	2020		2A01181*
OR	Warner Avenue	Harbor Blvd	Pacific Coast Highway	Smart Street Improvements	$15,300,000	$30,700,000	2020		2A01182*
OR	Ortega Hwy (SR74)	I-5	Antonio Parkway	Widen to 4 lanes	$10,000,000		2030		2A01182A*
RV	SR-74	Winchester Rd (SR-79)	Warren Rd	Widen from 4 to 6 lanes	$6,127,000		2020	Hemet	3A04WT037*
RV	SR-74 (Grand Ave)	Riverside Dr (SR-74)	Ortega Hwy (SR-74)	Widen from 2 to 6 lanes	$3,293,000		2023	Lake Elsinore	3A01WT045*
RV	SR-74 (Riverside Dr)	Lakeshore Dr	Grand Ave	Widen from 2 to 6 lanes	$8,674,000		2015	Lake Elsinore	3A04WT046*
RV	SR-74 (Riverside Dr/Collier Ave)	I-15	Lakeshore Dr	Widen from 2 to 6 lanes and reconstruct IC/ramps at I-15	$39,398,000		2010	Lake Elsinore	3A04WT047*
RV	SR-74	Matthews Rd	SR-79 (Winchester)	Widen from 4 to 6 lanes	$11,488,000		2015	Riverside County	3A04WT190*
RV	SR-74	I-15	Ethanac Rd	Widen from 4 to 6 lanes	$14,911,000		2015	Riverside County	3A04WT191*
RV	SR-79	Sanderson Ave	State St	Widen from 2 to 4 lanes	$5,797,000		2025	Riverside County	3A01WT192*
RV	SR-79 (San Jacinto Bypass)	Ramona Expwy	SR-74 (Florida Ave)	Construct 6 lane arterial	$40,238,000		2025	Riverside County	3A01WT194*
RV	SR-79 (Hemet Bypass)	SR-74 (Florida Ave)	Winchester Rd (SR79) (near Domenigoni Pkwy)	Construct 6 lane arterial	$43,055,000		2025	Riverside County	3A01WT194*
RV	SR-79 (Eastern Bypass)	SR79 (Winchester Rd near Scott Rd)	I-15	Construct 4 lane arterial and IC/ramps at I-15 (part of CETAP corridor)	$140,218,000		2025	Riverside County	3A01WT196*
RV	SR-79	North Ramona Blvd	7th St	Widen from 2 to 4 lanes	$600,000		2005	San Jacinto	3A01WT213*
RV	SR-79	Gillman Springs Rd	Quandt Ranch Rd	Widen from 2 to 4 lanes	$4,448,000		2008	San Jacinto	3A01WT214*
RV	SR-79 (Constance)	I-15	Pala Rd	Widen from 6 to 8 lanes	$1,432,000		2010	Temecula	3A01WT218*
RV	SR-79 (Winchester Rd)	Murrieta Hot Springs Rd	Jefferson Ave	Reconstruct road and reconstruct IC/ramps at I-15	$14,500,000		2009	Temecula	3A01WT219*
RV	SR-79 Western Bypass	Winchester Rd (SR-79)	Margarita Rd	Widen from 2 to 4 lanes (note: RTIP#62020)	$4,447,000		2012	Temecula	3A01WT220*
RV	SR-79 Western Bypass	Margarita Rd	Murrieta Creek	Construct 4 lane arterial and IC/ramps at I-15 (note: RTIP#62020)	$43,461,000		2008	Temecula	3A01WT221*

2004 RTP - ITS Projects

SPONSOR	MARKET PACKAGE CATEGORY		PROJECT	DESCRIPTION	PROJECT BENEFITS	BUDGET (millions)
	PRIMARY	SECONDARY				
LADOT	ATMS		Slauson-Florence Phase 2 ATSAC System	Provide ATSAC control of all signalized intersections within the project limits for the purpose of improving the level of service to affected motorist and reducing air pollution to the general public.	Improve traffic flow, reduce air emissions.	9.315
LADOT	ATMS		Eagle Rock ATSAC System	Provide ATSAC control of all signalized intersections within the project limits for the purpose of improving the level of service to affected motorist and reducing air pollution to the general public.	Improve traffic flow, reduce air emissions.	6.441
LADOT	ATMS		Sunset ATSAC System	Provide ATSAC control of all signalized intersections within the project limits for the purpose of improving the level of service to affected motorist and reducing air pollution to the general public.	Improve traffic flow, reduce air emissions.	3.873
LADOT	ATMS		Platt Ranch ATSAC System	Provide ATSAC control of all signalized intersections within the project limits for the purpose of improving the level of service to affected motorist and reducing air pollution to the general public.	Improve traffic flow, reduce air emissions.	6.034
Orange County	ATIS	ATMS	Travel Tip	Traveler Information System	Improve traffic flow and safety, provide an interface with other information systems.	6.926
Orange County	ATMS	ATIS	Intertie	ATMS	Improve traffic flow and safety, provide an interface with other information systems.	13.085
Orange County	ATMS	ATIS	Freeway MIS	ATMS	Improve freeway traffic flow and safety, provide an interface with other information systems.	12.86
Orange County	ATMS	ATIS	Arterial MIS	ATMS	Improve arterial traffic flow and safety, provide an interface with other information systems.	37.3
Orange County	ATIS		Intertie		Improve traffic flow and safety, provide an interface with other information systems.	201.327
Orange County	ATMS	ATIS	AVL		Incident detection and traffic monitoring.	2.016
Orange County	ATMS	ATIS	Freeway Instrumentation		Incident detection and traffic monitoring.	40.449
Orange County	ATMS	ATIS	Arterial Instrumentation		Incident detection and traffic monitoring.	74.844
Orange County	ATMS		TOC's/TMC's		Traffic Operations Management Centers	24.78
Orange County	ATMS		Decision Support Systems		Decision Support Systems	15.75
Orange County	ATMS		Emergency Priority System		Emergency Systems	0.263
Orange County	ATMS		Rapid Incident Clearance		Emergency Incident Clearance	36.908
Orange County	ATMS		Adaptive Control and Signal Synchronization		Improved arterial traffic flow and safety.	22.607
Orange County	ATMS		Corridor Ramp Metering		Improved freeway traffic flow and safety.	10.71
Orange County	ATMS		Integrated Signal/Ramp Metering		Improved traffic flow and safety.	0.735
Orange County	APTS	ATIS	Public Transit/Smart Bus		Improved transit reliability and mode shift.	11.307
Orange County	APTS	ATIS	Inter-ride		Improved transit and ridesharing.	0.63

2004 RTP - ITS Projects

SPONSOR	MARKET PACKAGE CATEGORY		PROJECT	DESCRIPTION	PROJECT BENEFITS	BUDGET (millions)
	PRIMARY	SECONDARY				
Orange County	APTS	ATIS	Real Time Intermodal Travel Advisory		Improved transit and ridesharing.	0.158
Orange County	AVCS		Advanced Vehicle Control System Development		Improved traffic flow and safety.	217.35
Caltrans District 8	ATMS		Ultimate TMC		Improved traffic flow and safety.	17
Caltrans District 8	ATMS		Freeway Ops. Communications Infrastructure		Communications links for Freeway Ops.	43.6
Caltrans District 8	ATMS		Ramp Metering		Improved traffic flow and safety.	89.66
Caltrans District 8	ATIS		Changeable Message Signs		Traveler Information on traffic and safety conditions.	10.04
Caltrans District 8	ATMS		Closed Circuit TV		Incident detection and traffic monitoring.	23.76
Caltrans District 8	ATIS		Highway Advisroy Radio expansion		Traveler Information on traffic and safety conditions.	1.05
Caltrans District 8	ATMS		Environmental Sensing Units		Environmental hazards detection.	0.825
Caltrans District 8	ATMS	ATIS	Advanced Weather Warning		Weather monitoring and detection.	2.27
Caltrans District 8	ATMS		Freeway Service Patrol		Accident and incident removal and reduction.	0.16
Caltrans District 8	ATMS		Systems Support Development		Systems Support Elements to TMC/Fwy Ops.	0.335
Caltrans District 7	ATMS		InterCAD		Interoperable Computer Aided Dispatch of Services	0.919
Fontana/ Ontario	ATMS		Fontana/Ontario Area TMC		Improved arterial traffic flow and safety.	5.164
Inland Empire ITS	ATMS		Western Riverside TMC		Improved arterial traffic flow and safety.	Not Available
Inland Empire ITS	ATMS		San Bernardino West Valley TMC		Improved arterial traffic flow and safety.	Not Available
Inland Empire ITS	ATMS		San Bernardino East Valley TMC		Improved arterial traffic flow and safety.	Not Available
Inland Empire ITS	ATMS		Coachella Valley TMC		Improved arterial traffic flow and safety.	Not Available
Inland Empire ITS	ATMS		High Desert TMC		Improved arterial traffic flow and safety.	Not Available
Omnitrans	APTS		Transit Ops. Management		Improved transit reliability and mode shift.	
Omnitrans	APTS		Ops. Management Paratransit		Improved transit reliability and mode shift.	
Omnitrans	APTS		Automated Fare Management and Data		Improved transit reliability and mode shift.	
Omnitrans	ATIS	APTS	Transit Traveler Information		Improved transit information.	0.842

Unconstrained Projects

CO	Category	Route/Program	From	To	Description	Estimated Cost (02$)
LA	Transit	East Los Angeles Corridor	Atlantic	Norwalk/Whittier	Transit technology TBD	$507,000,000
LA	Transit	Vermont Corridor	Vermont Green Line Station	Hollywood Blvd	Transit technology TBD	$308,000,000
LA	Transit	Burbank/Glendale Corridor	Union Station	Burbank Transit Station	Transit technology TBD	$506,000,000
LA	Transit	Metro Green Line	Marine/Redondo	South Bay Galleria	Transit technology TBD	$110,000,000
LA	Transit	Transit Corridor Extensions/Upgrades	Countywide		Extensions and/or upgrades to transit corridor projects in constrained plan	$292,000,000
LA	Transit	Transit Corridor Operating Costs	Countywide		Transit Corridor Operating Costs	$726,000,000
LA	Transit	Metrolink Commuter Rail	Countywide		Additional Metrolink Expansion	$263,000,000
LA	ITS	ITS	Countywide		Additional Signal Synchronization and Bus Speed Improvements	$267,000,000
LA	TDM/Non-motorized	TDM	Countywide		Additional Transportation Demand Management	$90,000,000
LA	TDM/Non-motorized	Non-motorized	Countywide		Additional Bikeway & Pedestrian Improvements	$453,000,000
LA	TDM/Non-motorized	Rideshare	Countywide		Additional Rideshare Services	$61,000,000
LA	Truck	I-5	SR-14	Kern Co Line	Truck Climbing Lane	TBD
LA	Truck	SR-91	I-710	Orange County Line	Truck Lane (Caltrans District 7 Draft Transportation Concept Report for SR-91, July 2003)	TBD
OR	Arterial	MPAH Buildout	Countywide		MPAH Buildout (829 lane miles) or comparable alts with focus on potential deficiency areas identified in MPAH assessment	$1,000,000,000
OR	Arterial	Smart Streets	Countywide		Additional Smart Streets - priority corridors La Palma, Westminster, State College, Grand, Tustin	$200,000,000
OR	HOV	I-5	SR-55	SR-57	HOV Chokepoint SR-55 to SR-57	$40,000,000
OR	HOV	SR-55	Dyer	I-5	HOV Chokepoint	$45,000,000
OR	HOV	SR-73 SJHTC			Shadow tolls/subsidies for HOV 3+ (all facilities)	TBD
OR	HOV & Auxiliary	SR-55	I-405	I-5	In the Cities of Santa Ana and Tustin. Add 2nd HOV + Aux lane	TBD
OR	Mixed Flow	SR-91	Riverside County Line	SR-55	Add 2 express MF lanes each direction with access to/from Imperial Hwy and SR-55	$1,660,000,000
OR	Mixed Flow	SR-91	SR-55	I-5	Add 1 MF lane each direction	$225,000,000
OR	Mixed Flow	SR-91/SR-57			WB SR-91 to NB SR-57 Bridge #55-0418	$4,000,000
OR	Mixed Flow	I-405	SR-73	Beach	Add 1 MF lane each direction	$425,000,000
OR	Mixed Flow	I-405			Invest in access to and from I-405	$50,000,000
OR	Mixed Flow	Chokepoints	Countywide		Chokepoints/Interchange Improvement Program; includes I-5 @ SR-55, I-5 @ SR-57/SR-22, SR-91 @ SR-55	$500,000,000
OR	Auxiliary	I-405	I-605	Beach	Punch through aux lanes southbound	$50,000,000
OR	Auxiliary	SR-55 NB	Dyer	Edinger	In the NB direction add auxiliary lanes to facilitate truck movement	TBD
OR	Auxiliary	SR-55 SB	Dyer	Edinger	In the SB direction add auxiliary lanes to facilitate truck movement	TBD

Unconstrained Projects

CO	Category	Route/Program	From	To	Description	Estimated Cost (02$)
OR	Auxiliary	SR-57	Tonner Canyon Road	Brea Canyon Road	In the NB and SB directions construct truck climbing and auxiliary lanes.	$5,000,000
OR	Auxiliary	SR-91 WB	SR-57	I-5	In the City of Anaheim. Add auxiliary and truck acceleration lanes.	$20,000,000
OR	Auxiliary	I-405	Euclid	Brookhurst	NB/SB I-405 in the City of Fountain Valley. Construct auxiliary/truck acceleration lanes.	$4,500,000
OR	Auxiliary	I-405	Brookhurst	Warner/Magnolia	NB I-405 in the City of Fountain Valley. Construct NB auxiliary/truck acceleration lanes.	$1,600,000
OR	Auxiliary	I-405	Magnolia	Brookhurst	SB I-405 in the City of Fountain Valley. Construct SB Auxiliary/Truck Acceleration lanes.	$1,700,000
OR	Auxiliary	SR-73 NB	La Paz	Glenwood	In the NB direction construct auxiliary and truck climbing lane	$11,000,000
OR	O&M	Street Maintenance	Countywide		Continue turnback funding to help meet street maintenance needs	$600,000,000
OR	O&M	Operational Improvements	Countywide		Regional Interchange/Intersection/Signal Program	$500,000,000
OR	Other	TLC			Partner to encourage transit-oriented development/redevelopment projects - include pedestrian/safety elements	$100,000,000
OR	Other	I-405/I-605			Software Development for Ramps and Surveillance of heavy and light vehicles.	$1,500,000
OR	TDM/Non-motorized	I-5	Various location at 5 from PM 13.19 to 30.26 and at 55 from PM R5.99 to 10.45		Upgrade Fiber Optics to provide vehicle and truck traffic information on the regional system.	$4,700,000
OR	TDM/Non-motorized	I-5	SR-91	LA County Line	NB/SB I-5 in the Cities of Fullerton and Buena Park. Install Fiber Optics to provide vehicle and truck traffic information on the regional system.	$1,200,000
OR	TDM/Non-motorized	SR-73	I-5	Jamboree	In the Cities of San Juan Capistrano, Laguna Hills, Laguna Beach, Irvine, Newport Beach and Costa Mesa. CCTV and Fiber for truck and motorist information.	$3,900,000
OR	TDM/Non-motorized	SR-91	LA County Line	I-5	In the City of La Palma and Buena Park. Install Fiber Optics and CCTV for motorist and truck travel information.	$1,600,000
OR	TDM/Non-motorized	SR-133	SR-1	I-5	NB/SB SR-133 in Laguna Beach. Install Fiber Optics and CCTV for motorist and truck travel information.	$4,700,000
OR	TDM/Non-motorized	I-405	I-5	SR-55	NB/SB I-405 in the City of Irvine. Upgrade Fiber Optics for motorist and truck traffic information.	$1,500,000
OR	TDM/Non-motorized	I-405	SR-55	Euclid	NB/SB I-405 in the City of Costa Mesa. Install Fiber Optics and CCTV from SR-55 to Euclid for motorist and truck traffic information.	$1,600,000
OR	TDM/Non-motorized	I-605	I-405	LA County Line	Install Fiber Optics and CCTV for motorist and truck traffic information.	$900,000
OR	Transit	Fixed Route Transit	Countywide		Expand to 1.04 vsh/capita by 2020	$1,652,000,000
OR	Transit	Rapid Bus	Countywide		Higher Level Rapid Bus - portions in dedicated rights of way where feasible, faster operating speeds	$500,000,000
OR	Transit	Specialized Transit	Countywide		Add funding for Senior Mobility program	$100,000,000
OR	Transit	Metrolink Commuter Rail	Countywide		For ongoing operations	$300,000,000
OR	Transit	Metrolink Commuter Rail	Placentia		Placentia Metrolink Station	$10,000,000
OR	Transit	CenterLine Light Rail extension				$900,000,000

Unconstrained Projects

RTP	Category	Route/Program	From	To	Description	Estimated Cost (02$)
OR	Truck	I-5 NB & SB	SR-1	Oso Creek	In San Juan Capistrano. Dowel Retrofit Truck Lanes, slab replacement, grinding	$6,230,000
OR	Truck	I-5	on Junipero Serra		In the City of San Juan Capistrano. Widen undercrossing & provide truck acceleration lanes in both directions.	$4,000,000
OR	Truck	I-5 NB	Crown Valley Parkway	Alton Parkway	In the City of Mission Viejo. Dowel Retrofit truck lanes , slab replacement, grinding and seal.	$12,654,000
OR	Truck	I-5	at La Paz Interchange		Truck Acceleration Lane NB On-Ramp	$1,000,000
OR	Truck	I-5	At Culver Drive Interchange		Construct Truck Acceleration Lanes in the SB/NB Directions	$2,500,000
OR	Truck	I-5 NB	at Redhill		Northbound on-ramp construct Truck Acceleration Lane	$1,500,000
OR	Truck	I-5 NB & SB	at Pico Ave		On and Off in the City of San Clemente. Reconstruct Interchange and provide truck climbing lanes for heavy truck movements	$30,000,000
OR	Truck	I-5 SB	at Camino De Estrella		In San Clemente. Widen S/B Off-ramp and Overcrossing Structure to accommodate truck turning movements.	$3,600,000
OR	Truck	I-5 SB	at Avenida De La Carlota		Construct southbound on-ramp and off-ramp to handle heavy vehicle and goods movement.	$32,100,000
OR	Truck	SR-39	at I-405		In the City of Huntington Beach. Construct interchange and provide truck acceleration lanes in the NB/SB direction. Widen SR-39 to 4 through lanes & 1 auxiliary lane in both directions	$20,000,000
OR	Truck	SR-55	Finley	SR-73	NB/SB SR-55 in the Cities of Newport Beach and Costa Mesa. Dowel retrofit for truck lanes , grind and AC Overlay (LL)	$3,500,000
OR	Truck	SR-55	SR-73	Fairhaven Ave	NB/SB SR-55 in the cities of Costa Mesa, Santa Ana, and Tustin. Dowel retrofit for truck lanes , grind and AC Overlay (LL)	$52,500,000
OR	Truck	SR-57	Imperial Highway		In the City of Brea. Interchange improvements and provide truck acceleration lanes NB/SB.	$1,400,000
OR	Truck	SR-57 NB	NB SR-57 on-ramp at Lambert in the City of Brea. Widen on-ramp and provide truck acceleration lane.		NB SR-57 on-ramp at Lambert in the City of Brea. Widen on-ramp and provide truck acceleration lane.	$5,000,000
OR	Truck	SR-73 SB	at Jamboree		In the City of Irvine. Construct interchange improvements and SB Truck Acceleration Lane.	$4,000,000
OR	Truck	SR-91	Tustin	Lake View	Truck bypass lane	TBD
OR	Truck	SR-91	Lake View	Weir Canyon	Auxiliary lanes for truck weigh station	TBD
OR	Truck	SR-91 WB	Beach Blvd	Magnolia	In the WB direction construct Truck Acceleration Lane.	$3,000,000
OR	Truck	SR-91 WB	at State College Blvd		In the WB direction construct Truck Acceleration Lane.	$2,000,000
OR	Truck	SR-91	SR-57/SR-91	Lakeview	In the City of Anaheim. Dowel Retrofit for truck lanes, grinding and overlay.	$10,000,000
OR	Truck	SR-91/SR-55			Construct Truck Bypass Lanes by constructing WB SR-91 Flyover at Lakeview Interchange for SR-55 Truck Traffic and constructing flyover beginning at Kraemer Blvd and bypassing SR-55 Interchange.	$250,000,000
OR	Truck	SR-91	Weir Canyon	Gypsum Canyon	In the EB/WB Directions construct Truck Auxiliary Lanes for the Truck Weigh Station.	TBD
OR	Truck	SR-241	SR-261	SR-91	NB/SB SR-241 in the City of Irvine. Provide truck escape ramp and weigh station truck bypass lanes.	$37,000,000
OR	Truck	SR-241	Windy Ridge toll station	SR-91	Truck escape ramp	TBD
OR	Truck	I-405	I-5	SR-133	Truck bypass connector improvements	$1,300,000
OR	Truck	I-405	Irvine Center Drive	SR-133	Widen and extend the NB Truck Bypass	$1,500,000
OR	Truck	I-405	at Harbor Blvd		at On-Ramps construct Truck Acceleration Lanes.	$2,000,000

Unconstrained Projects

CO	Category	Route/Program	From	To	Description	Estimated Cost (02$)
OR	Truck	I-405	SR-39/Beach Blvd	I-605	NB/SB I-405 in the Cities of Westminster and Seal Beach. Dowel Retrofit outer two lanes for truck traffic, replace slabs and grind all lanes, shoulders, & seal coat.	$21,579,000
OR	Truck	I-605	SR-22	LA County Line	NB/SB I-605 in the City of Seal Beach. Dowel Retrofit for truck lane, grinding and seal coat.	$5,250,000
OR	Truck	I-605	at Katella Avenue		at On-Ramps construct Truck Acceleration Lanes.	TBD
OR	Truck/TDM/ Non-motorized	I-405/I-605			Improve and Upgrade Ramp Metering System and Truck Bypass Lanes at Ramps.	$4,000,000
OR	Arterial	SR-39	Edinger		Modify Lane Configuration @ Beach / Edinger intersection	$350,000
OR	Arterial	SR-133	0	8.3	Smart Street Improvements	$21,500,000
OR	HOV	I-5	0	3.5	Construct HOV Lanes on I-5 from Avenida Pico to the Orange/San Diego County Line continuing in San Diego County near the City of Del Mar.	TBD
OR	HOV	I-5	6.7	17.9	Extend 2nd HOV lane from El Toro Road to SR-1 Pacific Coast Highway in each direction	$220,000,000
OR	HOV	I-5	17.4	18.7	Extend NB HOV to restore 2nd NB HOV lane by widening	
OR	HOV	SR-55	Dyer	SR 91	Update HOV Signing	$550,000
OR	HOV	SR-73	10	0.04	Construct HOV Freeway to Freeway Direct Connectors	$35,000,000
OR	HOV	SR-73	10	25.5	Construct HOV Lanes on SR-73 from I-5 to Birch Street	TBD
OR	HOV	SR-133	8.2	13.6	Construct HOV Lanes on SR-133 from SR-241 to I-405	TBD
OR	HOV	SR-241	0	14.5	Construct HOV Lanes on SR-241 from SR-91 to Oso Parkway	TBD
OR	HOV	SR-261	0	6.2	Construct HOV Lanes on SR-261 from SR-241 to Walnut Avenue	TBD
OR	HOV	I-405	20.75	22.64	Construct HOV Lanes on I-405 from SR-22 to I-605	TBD
OR	HOV	SR-133/I-5	23.2	23.2	Construct HOV Direct Connectors at the SR-133/I-5 Interchange	TBD
OR	HOV	I-405/SR-73	27.8	27.8	Construct HOV Direct Connectors at the I-405/SR-73 Interchange	TBD
OR	HOV	SR-73/I-5	10	10.3	Construct HOV Direct Connectors at the SR-73/I-5 Interchange	TBD
OR	HOV	I-5	SR 55	SR 22/57	Add 2nd HOV lane each direction	$40,000,000
OR	Mixed Flow	I-5	21.8	34.8	Construct 2-lane Branch Connector and extend # 6 through lane from SR-133 on to Culver Drive NB on-ramp.	$23,600,000
OR	Mixed Flow	SR-57	I-5/SR-22/SR-57 Interchange	SR-73/I-405 Interchange	Extend SR-57 between identified project limits (Evaluate multi-modal options)	TBD
OR	Mixed Flow	SR-57	Lambert Rd	LA Co Line	NB Climbing Lane widening	$2,000,000
OR	Mixed Flow	SR-241	14.4	26.7	FTC-NORTH FINAL PHASE WIDENING Adds two lanes each direction from Oso Parkway to ETC.	$190,000,000
OR	Mixed Flow	I-405	0.9	2.2	Widen and extend Collector Distributor Road southerly to serve both SR-133 and Irvine Center Drive.	$12,700,000
OR	Mixed Flow	SR-133	10	11	EAST LEG WIDENING Adds one lane in each direction from Marine Way to Portola Parkway	$30,000,000
OR	Mixed Flow	SR-241	18.5	22.5	FTC SOUTHBOUND WIDENING Adds one lane southbound from Melinda Road to Alton Parkway, and restablishes the northboune Aux. Lane.	$38,300,000
OR	Mixed Flow	SR-241	25	26.7	SR 241/133 MERGE/DIVERGE Adds one lane in each direction and restripes lanes from Rte 133 through the Tomato Springs Toll Plaza.	$350,000

Unconstrained Projects

COR	Category	Route/Program	From	To	Description	Estimated Cost (02$)
OR	Mixed Flow	SR-241	35.8	36.4	WINDY RIDGE AVI LANES Add one AVI lane in each direction.	$3,000,000
OR	Mixed Flow	I-405/SR-133	3.1	4	Construct connector SB I-405 to NB & SB SR-133	$80,000,000
OR	Mixed Flow	SR-73	10	25.5	SJH FINAL PHASE WIDENING Adds two lanes in each directionand direct connectors	$134,000,000
OR	Mixed Flow	SR-73	21.1	23.8	SJH NB WIDENING Adds one lane from Catalina View TP to Mac Arthur.	$8,000,000
OR	Mixed Flow	SR-73	24.8	0	WIDEN JAMBOREE ROAD BRIDGE oc OVER SR 73	$1,500,000
OR	Mixed Flow, HOV & Auxiliary	Freeways	All	All	Freeway System Master Plan (Multimodal Strategies)	TBD
OR	Auxiliary	I-5	15.5	16.5	Extend auxiliary lane to La Paz	$1,500,000
OR	Auxiliary	I-5	16.8	18.3	Extend auxiliary lane through interchange	$3,903,000
OR	Auxiliary	I-5	21	33.6	Construct auxiliary lane to permit 2-lane off-ramp from the Collector Distributor Road to Bake Pkwy off-ramp	$11,000,000
OR	Auxiliary	I-5	21.9	35.3	Construct auxiliary lane between the Collector Distributor Rd and Alton Pkwy off-ramp.	$4,200,000
OR	Auxiliary	I-5	24	38.4	Construct auxiliary lane from Peters Cyn bridge to Sand Cyn off-ramp. Construct 2-lane off-ramp to Culver Drive.	$30,500,000
OR	Auxiliary	I-405	0.95	1.5	Add 2nd SB Aux Lane and Ramp Improvements	$2,500,000
OR	Auxiliary	I-405	1.6	2.8	Add Aux lane	$1,047,000
OR	Auxiliary	I-405	1.8	5.6	Braid the SR-133 Connector with NB Sand Canyon Ave off-ramp, allowing 2-lane exit to Sand Canyon Ave. Extend # 5 lane from SR-133 to tie into # 5 lane @ at Culver Dr.	$82,700,000
OR	Auxiliary	I-405	2.8	3.7	Add Aux lane	$1,860,000
OR	Auxiliary	I-405	3.1	4	Construct auxiliary lane between Jeffrey rd. on-ramp & Sand Canyon off-ramp to permit a two-lane off-ramp at San Canyon	$8,100,000
OR	Auxiliary	I-405	3.9	5.4	Construct NB aux lane from Jeffrey to Culver	$3,900,000
OR	Auxiliary	I-405	Talbert Avenue	Euclid Street	Construct Auxiliary Lane	$2,600,000
OR	Auxiliary	I-5/SR-133	23.1	37.2	Construct auxiliary lane and add 2nd off-ramp lane from SB I-5 Branch Connector to Barranca Pkwy.	$8,000,000
OR	IC/Ramps	I-5	9.4	9.7	Reconstruct I-5/SDR-74 interchange	$40,000,000
OR	IC/Ramps	I-5	12.8	13.1	Reconstruct I-5/Avery interchange	$28,000,000
OR	IC/Ramps	I-5	21	33.6	Add turning lane at terminal section of Sand Canyon Avenue off-ramp	$650,000
OR	IC/Ramps	I-5	21.5	21.5	Construct southbound on-ramp and off-ramp at Alton Pkwy	$2,000,000
OR	IC/Ramps	I-5	22.6	22.6	Construct HOV Drop Ramps @ Barranca Pkwy.	$10,000,000
OR	IC/Ramps	I-5	22.6	23	Construct NB Off and SB On Drop Ramps at Barranca Parkway	TBD
OR	IC/Ramps	SR-55	R7.2	R8.0	Construct Drop Ramps At Alton Parkway on SR-55	TBD
OR	IC/Ramps	SR-73	14	17	GLENWOOD INTERCHANGE PHASE II Ramps to and from the south.	$9,000,000
OR	IC/Ramps	SR-241	14.4	14.4	SR 241 / Const. Oso Parkway OC	$5,000,000
OR	IC/Ramps	I-405	1.8	2.9	Construct Sand Cyn SB on-ramp with an auxiliary lane to the SR-133 Collector Distributor Road.	$8,600,000
OR	IC/Ramps	I-405	9.9	10.5	Construct Drop Ramps at Bear Street on I-405	TBD
OR	IC/Ramps	I-405	Talbert	Beach	Construct auxiliary lane & Replace bridges	$15,000,000

Unconstrained Projects

CO	Category	Route/Program	From	To	Description	Estimated Cost (02$)
OR	IC/Ramps	SR-241	18.5	19	SANTA MARGARITA RAMP WIDENING Widens Arroyo Trabuco Bridges to Ultimate in both directions and adds one lane to ramps and across bridges..	$19,900,000
OR	IC/Ramps	SR-241	19	22.9	FOOTHILL-NORTH RDWY WIDENING Adds one lane northbound from Arroyo Trabuco Bridge to Bake Parkway and realigns Los Alisos northbound on-ramp.	$16,200,000
OR	IC/Ramps	SR-241	31	33.5	TRABUCO ROAD INTERCHANGE	$20,000,000
OR	IC/Ramps	SR-241	36	0	EAST ORANGE IC IMPROVEMENTS New (relocated) SR 241 SB on-ramp, widening of Chapman Ave. and grading for future C-D roads and ramps at Handy Creek.	$900,000
OR	IC/Ramps	SR-241	37.2	37.8	WEIR CANYON ROAD INTERCHANGE Add ramps to and from the south.	$15,000,000
OR	IC/Ramps	All Freeway Routes	Various	Various	Improve On and Off Ramps and provide additional storage capacity	$63,000,000
OR	IC/Ramps	I-5	15.1	16.4	Interchange Improvement	$11,785,000
OR	ITS	All Freeway Routes	Various	Various	ITS/New Technology - Upgrade Fiber Optics to provide vehicle and truck traffic information on the regional system, new TMC Intertie, vehicle detection, software development, ATMS upgrade and upgrade system equipment in Orange County	$72,000,000
OR	Other	SR-91	6.12	6.12	Low Bridge WB91 to NB SR57 BR# 55-418 14'-10" Vertical Clearance	$3,000,000
OR	Other	SR-133	10	10	CALTRANS IRVINE MTNCE STATION	$4,000,000
OR	Other	SR-241	36	0	WINDY RIDGE SERVICE TUNNEL	$900,000
OR	Toll	SR-133	9.6	12.6	EAST LEG FINAL PHASE WIDENING Adds one median lane in each direction and direct connector ramps.	$95,000,000
OR	Toll	SR-241/SR-133	13.6	13.6	Construct HOV Direct Connectors at the SR-241/SR-133 Interchange	TBD
OR	Toll	SR-241/SR-261	6.2	6.2	Construct HOV Direct Connectors at the SR-241/SR-261 Interchange	TBD
RV	Mixed Flow	SR-91	Buchanan Street		Replace both bridges.	$2,318,000
RV	Mixed Flow	I-215	El Cerrito Drive Bridge		Replace WB bridge.	$2,623,000
RV	Mixed Flow	I-215	Box Spring		Replace WB bridge.	$2,140,000
RV	Mixed Flow	I-215	SB I-215	EB SR-60	Replace SB bridge.	$6,420,000
RV	Transit	Intercity Rail	City of Colton (San Bernardino County)	City of Palm Springs	Intercity Rail (AMTRAK)	$150,000,000
SB	Mixed Flow	SR-18 and SR-330	various locations, SR-18 (PM31.9 to 42.35), SR-330 (PM30.63 to 44.11)		SR-18 intersection improvement at SR-330, realignment (E/O Green Valley Lake Rd), off-street parking; SR-330 add right turn into Running Springs; SR-18 add 1 lane (dir?) PM39-40.86, PM41.75-42.35; SR-330 add 1 lane (dir?) PM30.63-31.48, 32.03-32.76, 33.38-36.07, 36.5-37.75, 37.61-40.76	$67,000,000
SB	Corridor	CETAP North-South Study Areas			North-South Study Area East of I-215 and between I-215 and I-15 (Fontana/Rubidoux)	$265,000,000
SB	Mixed Flow	US-395	0.6 mi N/O Desert Flower Rd	0.5 mi S/O Farmington Rd	6-lane highway	$230,000,000
SB	Mixed Flow	US-395	0.5 mi S/O Farmington Rd	Kern Co Line	6-lane highway	$199,000,000